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# China Mail

ESTABLISHED 1845

TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 1/1 3/4.

No. 27,668 HONG KONG, THURSDAY, DECEMBER 11, 1930. PRICE \$3.00 Per Month.

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### FLEEING OF A BRITON.

Two Rikisha Pullers Sent to Jail.

#### A SERIOUS VIEW.

The case was concluded before Mr. E. H. Williams in the Central Court this morning, in which two rikisha coolies, Chan Ngan and Li Tam-so, were charged with larceny of \$20 from Mr. R. W. Webber on November 24 last. Chan was charged with the actual larceny whilst a charge of aiding and abetting in the robbery was preferred against Li.

Mr. Horace Lo appeared for the first accused, whilst the second man was defended by Mr. Leo d'Almada, sen.

The prosecution was conducted by Detective Sub-Inspector John O'Donovan.

First accused gave his version of the robbery, in which he stated that he did not offer any money to the Police, but merely said to the detectives: "We are all fellow-countrymen—let the matter drop."

Mr. Lo said that his client's explanation was very reasonable, and that the most vital evidence that the Crown relied on was innocuous. First witness (Lui Fong's) version was unbelievable, and he must have been mistaken as to recognition of the accused, both of whom he knew by sight. The evidence was very unreliable, and, furthermore, the evidence of the accomplice had not been put before the Court. Mr. Lo submitted that the verdict open to his Worship was one of not guilty.

Inspector O'Donovan said that he was instructed to ask his Worship to take a serious view of the case, as there was quite a lot of this type of robbery going on.

Mr. d'Almada's client gave evidence also, after which counsel submitted that the explanation given was a most plausible one.

His Worship held that the case against Chan Ngan was even much stronger, and he convicted. A previous conviction for larceny from the person, for which he got three months in 1927, was proved against the first accused, and his Worship sentenced him to five months' hard labour. The second accused was sentenced to three months' hard labour, it being stated by a Chinese woman that he had worked very well and honestly for two years with her husband.

### UNEMPLOYED SHOT IN GERMANY.

Police Fire During a Demonstration.

#### VIOLENT COMMUNISTS.

Berlin, Yesterday.

Dr. Fabricius was fined 180 marks, with the alternative of 18 days' imprisonment.

Hamburg, Yesterday.

The Police fired during demonstrations of unemployed to-day, killing one person and wounding another.

Copenhagen, Yesterday.

A Communist in the gallery of the Chamber attempted to make a speech while Minister Stejneger was outlining the social reform plans. The Police intervened. Another Communist fired a revolver, but without causing any harm. Four arrests were effected.—Reuter.

#### ALLEGATION AGAINST COOK.

A case of alleged attempted poisoning has been reported to the Police by Chau Kwok, master of the Wing Fat furniture shop at 46, Prince Edward Road. He states that at nine o'clock yesterday he and his ten folks sat down to a meal, which was found to contain ominous matter.

It was later revealed that the cook whom the master had employed for feeding his folks had

### MURDER OF CHINESE DETECTIVE.

Suspects May Not Be Charged.

#### RELUCTANT WITNESSES?

Although, as the outcome of smart work by the Police, five arrests in all have been effected in connection with the murder of Tse On, a Chinese detective, in a restaurant at Yaumati, the *China Mail* learns that it is not yet certain whether it will be possible to prefer charges against them. In fact, failing further developments, it is feared that this will be out of the question.

Identification parades have not been so successful as could be wished, witnesses being either incapable of or unwilling to recognise any of the suspects. They are reluctant even to attend the parades, it is understood.

The Police are still on the lookout for one man against whom they consider they have a definite case. This man is already known to the Police, but is still at large.

#### POLICEMAN STRUCK.

ACCUSED MAKES A BIG MISTAKE.

#### GOOD CHARACTER.

Charged before Mr. Butters in Kowloon Magistrate's Court this morning, Tang Chu-ping, a Chinese, pleaded guilty to assaulting Wang Choi-yau, a police officer, in Canton Road this morning, but stated that he was unaware that complainant was a police officer. Giving evidence Wang Choi-yau said he called to defendant to stop and be searched, whereupon defendant struck him on the mouth, and ran away.

Tang Chu-ping admitted doing so, but denied that the detective informed him that he was a police officer.

Mr. McPherson, secretary of the European Y.M.C.A. in Kowloon, said that defendant had been employed there as a boy for 4 years and bore a good record. Defendant was bound over in \$50, for six months.

#### FREE SHOWS?

CHARGE AGAINST DISTRICT WATCHMAN.

#### USE OF TRUNCHEON.

Lo Tak-kwong, a district watchman, appeared before Mr. E. H. Williams in the Central Magistrate's Court yesterday, on a charge of having assaulted Yuen Poon, a ticket collector employed in the Tai Ping Theatre. Mr. F. C. E. Randall defended.

Mr. G. K. Hall Brutton, for complainant, said that people of accused's type were in the habit of going into the Tai Ping Theatre. It was suggested that the alleged assault was the outcome of a refusal by complainant when accused sought free admission into the Theatre with two friends.

Complainant alleged that he was repeatedly "jabbed" with accused's truncheon until he was "knocked into a dizzy state." The hearing was adjourned.

#### JEWEL THIEF JAILED.

Sentence of four months' hard labour was this morning passed by Mr. E. H. Williams on the Chinese who was charged by Detective-Inspector W. Shannon with the theft of two jade pendants mounted with gold, a pair of carved jade earrings, and a gold ring set with jade, the property of To King-kei, shirt and packer at Messrs. Komor and Komor, St. George's Building, Chater Road.

#### FALSE PRETENCES.

Li Shing, a Chinese, was sentenced to six weeks' imprisonment in the Kowloon Magistrate's Court this morning for obtaining money by false pretences. Wang K. A. Chinese woman stated that he came and asked her for \$5, promising to

### PORTUGUESE BANK NOTES SCANDAL.

Famous Printing Firm Sued for £1,115,613.

#### NEGLIGENCE DENIED.

London, Yesterday. Counsel for the defence, Mr. Norman Birkett, opening the case for Waterlows at the hearing of the bank note affair, described the plaintiffs' allegations as "a highly coloured picture." He denied that Waterlow & Sons were careless and negligent. On the contrary, every step taken was marked by vigilance, forethought, prudence, and care.

Counsel said that between 1914 and 1928 Waterlow & Sons printed Treasury notes to the value of \$5,000,000,000. They specialised in foreign currency and always recognised the great degree of care required in their work.—Reuter.

[A message of November 24 stated:—The amazingly bold coup of a swindler in fraudulently obtaining over £1,000,000 worth of bank notes direct from the printer was mentioned in the King's Bench Division to-day, when the Bank of Portugal sued Messrs. Waterlow and Sons, Limited, printers, for £1,115,613, alleging alternatively breaches of contract, negligence or conversion, in connection with the printing of Portuguese bank notes. Plaintiff's counsel asserted that an international swindler named Marang called at Waterlows in 1924 bearing a forged letter from the Governor of the Bank of Portugal, and ordered the notes, which were duly supplied and circulated. Counsel contended that Marang's plot was full of leaks and holes, and not only invited suspicion, but shouted for it.]

### NOBEL PEACE PRIZE

AWARDED TO ARCHBISHOP AND U.S. SENATOR.

#### THE NEXT WAR?

Oslo, Yesterday. The establishment of a worldwide brotherhood was the keynote of the distinguished gathering, including the King, the Crown Prince, and members of the Diplomatic Corps at the presentation of the Nobel Peace Prize to Senator Frank Kellogg, and Archbishop Soederblom. The former, while deploring the numerous predictions of war, declined to interpret the signs of the times as foretelling war. The Archbishop received the prize as a tribute to the oecumenical movement within the churches for greater unity.—Reuter.

#### RAILWAY DISPUTE.

MANAGERS AND EXECUTIVE FAIL TO AGREE.

#### BETTER CONDITIONS.

London, Yesterday. The Managers of the railway companies met the executives of the Railway Unions in London to-day to discuss the latter's demands for improvements in rates of pay and conditions of service. It was announced that the companies were unable to concede to their demands and the Union representatives intimated their intention of submitting their claims to the Central Wages Board, to which the companies' claims for reductions have already been submitted. It is hoped that the Board will meet on December 19 to consider the dispute.—Reuter.

#### LOWER EXPORTS.

STARTLING DROP IN TRADE OF BRITAIN.

#### MORE IMPORTS.

Rugby, Yesterday. The Board of Trade Journal publishes the preliminary figures of last month's trade, which show that imports into the United Kingdom for November totalled \$79,400,000, as against \$90,000,000 in October. Exports for November totalled \$44,100,000, compared with \$46,000,000 in October.—British Wireless Service.

### RADIO SERVICE TO SOUTH AMERICA.

Charges for Telephone Conversations.

#### \$6 FOR THREE MINUTES.

Rugby Yesterday. The Postmaster General announces that from December 12 direct radio telephone communication will be available between Great Britain and Argentina, with an extension by land line in South America to Uruguay and Chile. The service will be available to all parts of Britain and Northern Ireland and in South America to subscribers at their ordinary telephone rates. The minimum charge covering three minutes' conversation from any place in Britain to a city and province of Buenos Aires will be \$6, to the remainder of Argentina, six guineas, and to Chile \$3 12s. 6d.—British Wireless Service.

#### CHILD SLAVERY.

Hong Kong Again In The Limelight.

London, Yesterday. A letter from the Governor of Hong Kong dated June 25, is published in a White Paper to-day. It outlines the effect of the existing law relating to child labour and states that the present position may be regarded as not unsatisfactory. No further measures are at present required to promote the policy expressed in the existing law.—Reuter.

### TOP PRESS

Shanghai, Yesterday. It is understood that powerful Cuban sugar interests recently proposed to the Chinese Government a 20 year sugar monopoly in China, under which Cuban sugar would be exempt from Chinese import duty, a Cuban combine and the Chinese Government equally sharing profits from the expected heavily increased consumption. The Chinese Government is reported to have rejected the scheme, pointing out that China in 1929 imported 750,000 tons of sugar, valued at 100,000,000 taels, bringing in a revenue of \$15,000,000 (Mex.), and they consider the proposal would not increase the revenue. Furthermore, the sugar duties are likely to be considerably increased under the new tariff of 1931, especially white sugar, which is expected to be doubled.

It is understood that Cuban interests are now proposing the initiation of a sugar refining industry in China as a joint Government enterprise. Cuban interests providing \$20,000,000 (gold) as capital.—Reuter.

London, Yesterday. The Prince of Wales's progress in Spain was strikingly demonstrated during a speech he delivered at a dinner given in his honour at the Savoy Hotel by the Argentine Club. "His grammar and accent are splendid," declared many Spanish guests. The Prince only occasionally glanced at his notes and turned from Spanish to English, vice versa, several times with the utmost ease. The Prince of Wales's linguistic efforts ought to contribute largely to the success of the British Trade Exhibition at Buenos Aires in 1931, which is the first entirely British exhibition ever staged in a foreign country.—Reuter.

New York, Yesterday. A message from Havana states that fresh rioting has broken out in several parts of Cuba. One person was killed and several were wounded.—Reuters American Service.

### REORGANISING THE SUGAR INDUSTRY.

Appeal by Author of the "Chadbourne Plan."

#### WORLD STATISTICS.

Brussels, Yesterday. Addressing the Sugar Conference to-day Mr. Chadbourne (U.S.A.) pointed out that Javanese producers had provisionally agreed to reduce their exports, and he appealed to the other delegations to apply restrictive measures.

He suggested that each delegation should appoint two members to reach an understanding on the general principles, and also proposed the formation of a committee to collate world statistics, and a further committee to consider the means of reducing stocks; also a permanent commission to meet quarterly to supervise the enforcement of agreements and study the means of increasing world consumption and to constitute a world fund for that purpose.

#### HIGHER CUSTOMS.

Brussels, Later.

The Chamber has adopted Bills for increasing the customs duties on imported sugar and lowering the excise on domestic sugar.

The Germans announce their intention of seeking an increase of the annual export quota from 200,000 to 800,000 tons.—Reuter.

#### IDLE INDIANS.

TO BE REPATRIATED TO THEIR OWN COUNTRY.

#### RUBBER SLUMP.

London, Yesterday. In the House of Commons to-day, questioned whether provision had been made to repatriate unemployed Indian labourers in Ceylon and Malaya through the rubber depression, Dr. Drummond Shiels said that he was unaware whether special provision had been made in Ceylon. He would ask the Governor as regards Malaya. It was the Government's policy to repatriate all unemployed Indians and 18,860 had been repatriated during the first nine months of this year.—Reuter.

#### INDIAN PARLEY.

CONFERENCE TO DISCUSS THE DRAFT REPORTS.

#### WIDE EXCHANGE OF VIEWS.

Rugby, Yesterday. The committee work of the Indian Round Table Conference will be resumed on Friday. The results of exchanges of views during the past few days, meanwhile, are being summarised in the form of draft reports by the Chairman of the Burma Sub-committee and the Provincial Constitution Sub-committee. They will be presented for further discussion at Friday's meetings before being sent on to the Committee of the Whole Conference early next week, probably on Tuesday.

Debates in the Provincial Constitution Sub-committee have covered a wide range and any of the subjects touched upon may again be reviewed on Friday. A small committee set up yesterday by the Federal Structures Sub-committee to revise the schedule of federal subjects met to-day. Its report will enable the sub-committee to complete the outlines of its draft plan for a federated India to be reported in due course to the Committee of the Whole Conference.—British Wireless Service.

#### ANOTHER REFUSAL.

POLITICIANS GROW WARY IN FRANCE.

#### NO CABINET YET.

Paris, Yesterday. M. Laval, the ex-Minister of Labour, has abandoned the task of forming a Government.—Reuter.

### KWANGSI REBELS TO SURRENDER?

"Their Only Course," Says Colonel Hu.

#### FIGHTING LIKELY.

Canton Yesterday. Interviewed, Colonel Hu Kam-nang, of the Canton First Air Squadron of the 8th Route Army, said that the Kwangsi rebels could seek no other recourse than a conditional surrender. In his recent flight over the Nanning city, he found that all gates were thrown wide open as ordinarily and that most of the troops had evacuated the city, awaiting reorganisation outside.

No Canton troops were sent to the city, since it was not the aim of General Chan Chai-tong to occupy the city.

Troops under Generals Wang Yam-wan and Li Yang-king are now stationed in the vicinity of the city to keep a close watch of the rebels' movements under instructions from General Chan Chai-tong.

Fighting may be resorted to if the rebels offer resistance.—Canton News Agency.

#### PRIEST ROBBED.

TRICKSTER GETS AWAY WITH A TYPEWRITER.

#### FORGED LETTER.

Canton, Yesterday. A certain American priest, residing on the 2nd floor of 17, Mantak Road, Canton, left his maid-servant at home in the evening while he went out on business. Taking advantage of his absence, a young man, aged about 30, came to his residence, on the pretence of taking the typewriter (worth \$800) at the order of the priest. On receiving from him a forged letter bearing the priest's signature, the maid-servant was unsuspectingly allowed him to take the typewriter away from the priest's room and the thief made good his escape. On his return, the priest found from the servant's report that he had been robbed and he reported the matter to the Police.—Canton News Agency.

#### MR. SUN FO.

CHINESE MINISTER COMING TO HONG KONG.

#### TO SEE HIS MOTHER.

Canton, Yesterday. According to an official source, Mr. Sun Fo, Minister of Railways, left Nanking for Shanghai on Sunday and will probably proceed to Kwangtung.

The Minister is expected to return to Macao to see his mother after his arrival in Hong Kong. After a tour of inspection of various places in Chung Shan district he will come to Canton.—Canton News Agency.

#### CHINA'S IDLE.

CANTON'S SCHEME FOR RELIEF WORK.

#### RESOLUTION PASSED.

Canton, Yesterday. Under instructions from the Canton Municipal Government, a meeting was held at the Bureau of Social Reforms to discuss plans for the relief of the unemployed overseas Chinese. A resolution was passed to urge all charitable institutions in the city to take part in the relief work, since it is their duty to shoulder all bona fide appeals, regardless of their origin. It was also decided that all charitable institutions, Beggar's Asylum and unused public buildings be temporarily fixed-up for the accommodation of the unemployed.—Canton News Agency.

#### FATALITY AT WHARF.

The sudden breakage of a wooden derrick on a lighter, alongside the new wharf at the Kowloon Godown yesterday, was the cause of the death of Po Kwan-yau, residing at 834 Reclamation Street, and serious injury to Lai Po, of the same address. Po died soon after admission to hospital.

### TONG WAR AT ABERDEEN.

Hoklos and Hakkas Fall Out.

#### BAMBOOS AND CROCKERY.

Seven Hoklos and two Hakkas appeared this morning before Mr. R. E. Lindsell at the Central Magistracy charged with having behaved in a disorderly manner by fighting in Aberdeen. A tenth combatant absented himself and had his bail of \$10 estreated.

Police Sergeant Cunningham said that it was a climax to ill-feeling between the Hoklos and Hakkas working at the new upper dam at Aberdeen. About ten days ago he had to visit the workers, as they had gone on strike through the misinterpretation of an order. Yesterday, at three o'clock it transpired that a number of Hoklos, including a woman, were engaged in carrying earth. Near by there were others engaged in cutting stones, and it is alleged, one of these latter threw a stone and hit the woman on the back. The third accused (a foreman of the Hoklos) was seen to hand out about 20 bamboo poles for the affray. The sergeant found that a large quantity of earthenware cups and other crockery had been broken in the compound between the two sheds. It was the woman who was the cause of the trouble.

After evidence had been given, his Worship said that as there was no evidence of having taken part in the fight against the first and fifth accused, he would discharge them. It was clear that the Hoklos were the aggressors, and that it was they who had gone up the hill to attack the Hakkas. He discharged the fourth and tenth accused, holding that because they were Hakkas it was unfair to punish them. The evidence of the Hakka foreman was perfectly clear that the Hoklos went up the hill and deliberately attacked the Hakkas over some prior trouble. He fined the third and eighth accused \$25 each, with the alternative of fourteen days' jail. The rest were fined \$5 or, in default, seven days' jail each. His Worship further ordered them all to be bound over in bonds of \$100 each to keep the peace for a year.

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### FIRE ON EMPRESS OF SCOTLAND.

All Hope of Saving Liner Abandoned.

#### OIL FUEL IGNITES.

Rugby, Yesterday. The liner *Empress of Scotland* (25,000 tons), which was recently sold for \$42,000 for dismantlement at Blyth, Northumberland, caught fire early this morning. When built in 1905 she was the world's biggest boat. The fire spread rapidly, in spite of the combined efforts of several fire brigades and a fleet of fire floats augmented from the Tyne. This afternoon all hope of saving the ship was abandoned when 800 tons of oil fuel in her bunkers ignited.

Earlier News. The former passenger liner *Empress of Scotland*, of 25,000 tons, which arrived at Blyth, Northumberland, last week, to be dismantled, caught fire during last night and its total destruction is feared.

The outbreak is believed to have been caused by a fused electric cable.

There is some danger of the fierce blaze exploding the fuel tanks although three fire brigades on land and four tugs are pouring water into the ship. The firemen are wearing masks, and in spite of the risk are boarding the vessel to get more completely to work on the flames.—British Wireless Service.

An English company, Anglo-Western Oils, has entered the Southern Alberta oil development.



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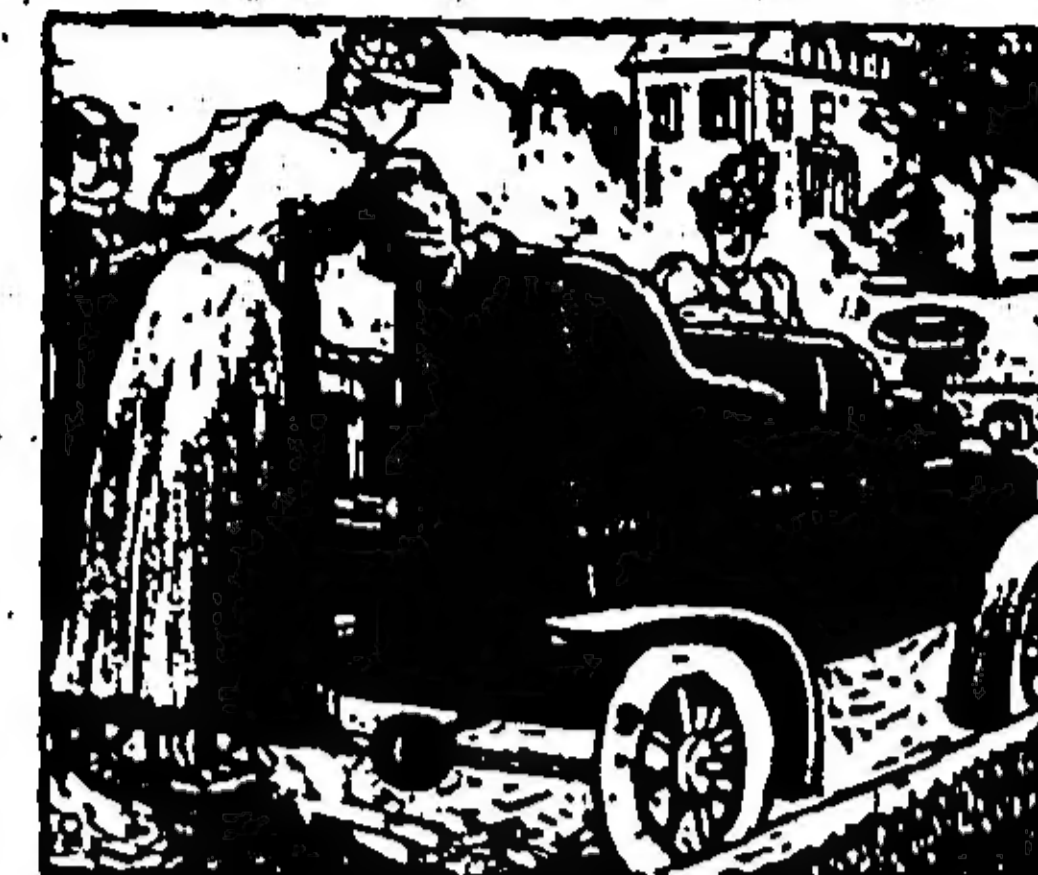
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## Overland China Mail.

A WEEK'S PAPERS IN ONE.

The rescue by boats' crews of H.M.S. Suffolk of the crew of the Dutch schooner Hedwig, set ashore on the Pratas Shoals, is fully described in the current OVERLAND CHINA MAIL.

Rotary made an auspicious debut in Hong Kong, when over 100 members of the newly-formed Club attended the inaugural dinner. The OVERLAND CHINA MAIL, in a detailed report of the proceedings, deals with the history, growth, and aims of Rotary, as outlined in the speech of the visiting organizer, Mr. J. W. Davidson.

A mild "run" on the local branch of the National City Bank of New York during the week was thought to have been brought about by the machinations of unscrupulous small coin dealers. Rumours as to the finances of the Head Office of the Bank in New York were finally set at rest upon receipt of an official denial, authorised by the United States Government. The OVERLAND CHINA MAIL gives full details.

The dollar continues to dwindle, and further low records were reached during the week. The OVERLAND CHINA MAIL reports its downward progress.

The sports season is now in full swing, a successful boxing tournament, the first of the season, attracting a packed house to the Theatre Royal. The OVERLAND CHINA MAIL staff of experts deal with every aspect of local sport.

An aeroplane crash, involving four deaths, two being foreigners, is reported from the Yangtze area. A China Airways machine, in taking off, struck the mast of a junk, with terrible results. The pilot, an American, was instantly killed, whilst a prominent Chinese General suffered grave injuries. The OVERLAND CHINA MAIL contains despatches on the subject.

There is no phase of the life of the Colony or of China that does not receive attention in the OVERLAND CHINA MAIL — the weekly paper that YOU MUST ORDER NOW.

Letters to relatives and friends in other parts of the world frequently fail to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony or folks at Home should have an unfailing supply of Hong Kong and Chinese news every week — by means of a subscription to the "Overland China Mail."

For your folks at Home to receive this weekly budget, or to keep yourself posted with affairs during your absence, all that you have to do is to drop a note to the "Overland China Mail."

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\* Mail via Suez closes at 6 p.m., December 12.  
and via Siberia at 5 p.m., December 13.

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S.S. GANGE	Dec. 25	Jan. 8
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S.S. CARIGNANO	Jan. 9	Jan. 24
S.S. PILSNA	Jan. 9	Jan. 24

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AN FRANCISCO via Shanghai, Japan Ports & Honolulu.	Thursday, 11th December.
CHICHIBU MARU	Thursday, 11th December.
TAIYO MARU	Sunday, 21st December.
SEATTLE, VICTORIA via Shanghai & Japan Ports.	Thursday, 18th December.
HEIAN MARU	Thursday, 18th December.
ONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	Saturday, 13th December.
TERUKUNI MARU	Saturday, 13th December.
HAKUSAN MARU	Saturday, 27th December.
YDNEY & MELBOURNE via Manila & Ports.	Thursday, 25th December.
ATSUTA MARU	Thursday, 25th December.
MISHIMA MARU	Tuesday, 20th January.
OMBAY via Singapore, Penang, & Colombo.	Thursday, 11th December.
KAGA MARU	Thursday, 11th December.
TOKUSHIMA MARU	Sunday, 28th December.
OUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	Sunday, 21st December.
RAKUYO MARU	Sunday, 21st December.
OUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	Sunday, 21st December.
KAMAKURA MARU	Sunday, 21st December.
EW YORK, BOSTON via Panama.	Friday, 12th December.
TAKAOKA MARU	Monday, 5th January.
TATSUNO MARU	Monday, 5th January.
VERPOOL via Port Said, Stamboul (Constantinople), Genoa.	Friday, 12th December.
DAKAR MARU	Friday, 12th December.
ALCUTTA via Singapore, Penang & Rangoon.	Monday, 15th December.
MORIOKA MARU	Monday, 15th December.
MALACCA MARU	Monday, 25th December.
ANGHAI, KOBE & YOKOHAMA.	Saturday, 13th December.
KATORI MARU	Saturday, 13th December.
BINGO MARU (Kobe direct)	Tuesday, 16th December.
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## O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

ONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore Colombo, Suez and Port Said.	Sunday, 14th December.
LONDON MARU	Wednesday, 24th December.
ANDES MARU	Wednesday, 24th December.
O DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singa- pore, Colombo, Durban & Cape Town.	Tuesday, 30th December.
MONTEVIDEO MARU	Tuesday, 30th December.
OMBAY—Via Singapore & Colombo.	Monday, 5th January.
URBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZAN- ZIBAR & MOMBASA—Via Singapore & Colombo.	Monday, 5th January.
MEXICO MARU	Monday, 5th January.
ALCUTTA—Via Singapore, Penang & Rangoon.	Monday, 15th December.
SHINNOH MARU	Thursday, 18th December.
MADRAS MARU	Wednesday, 2nd January.
BURMA MARU	Wednesday, 2nd January.
OTOMA, SEATTLE, TACOMA & VANCOUVER.	Monday, 15th December.
ABARIA MARU (from Shanghai).	Monday, 15th December.
ELBOURNE—Via Manila, Belbana & Sydney.	Monday, 5th January.
BRISBANE MARU	Monday, 5th January.
BRISBANE at Wellington & Auckland.	Monday, 5th January.
APHONG—Via Hoihow & Pakhol.	Thursday, 11th December.
ENADO MARU	Thursday, 11th December.
EW YORK—Via Japan Ports & Panama.	Thursday, 8th January.
KWANTO MARU	Thursday, 8th January.
OS ANGELES, PANAMA, NEW YORK, BOSTON, BALTIMORE, AND PHILADELPHIA.	Thursday, 8th January.
JAPAN PORTS.	Saturday, 13th December.
SEATTLE MARU	Saturday, 13th December.
MADRAS MARU	Thursday, 18th December.
HIMALAYA MARU	Wednesday, 24th December.
ELUNG—Via Swatow & Amoy.	Wednesday, 24th December.
AKAO—Via Swatow & Amoy.	Wednesday, 24th December.

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HONG KONG BENEVOLENT SOCIETY

## Shipping Intelligence.

### PEARY'S NORTH POLE TRIP.

**Eskimos Say He Did Not Reach His Goal.**

Toronto, Oct. 24.  
Major T. Burwash, who recently flew to King William's Land, in the Arctic, and found relics of the Sir John Franklin party, states in an interview here that he met Eskimos who formed part of the Peary North Pole expedition in 1909.

He is quoted as saying:—  
"Those Eskimos didn't know anything about Poles. The word meant nothing to them. But when asked whether the white man, Peary, had reached his destination, the Eskimos indicated that he had not."  
"They told me that there had been evidence of despondency among members of the party. There was no sign of jubilation which such a discovery would naturally give rise to—no rejoicings or feasts."

**Reliable Authority.**  
Major Burwash, as head of the North-West Territories Department, has been 33 years in the Arctic, and is regarded as a reliable authority with no axe to grind.

His doubt of the claim by Peary has been shared in official quarters for some years, chiefly on the ground of the short time which the dash to the Pole and back was said to have occupied.

[Robert E. Peary, the American Arctic explorer, claimed to have reached the North Pole in April, 1909. His companions were his negro servant and four Eskimos.

The other white men in his expedition—there were six originally—had been gradually sent back as supplies diminished. Capt. Bartlett, who was the last one to leave Peary, turned back in 87 degrees north, the highest latitude then ever reached.

Peary, in the account of his journey he published, said his party remained at the Pole 30 hours, took observations, and on sounding, a few miles from the Pole, found no bottom at 1,500 fathoms.]

### ARRIVALS OF SHIPS.

Tuesday, Dec. 9.	Chinhua, British str., 1,353 tons, Capt. A. N. Taylor, from Canton, buoy No. B40.—B. & S.
Kaying, British str., 1,572 tons, Capt. J. D. Fraser, from Swatow, buoy No. B13.—B. & S.	Kinzan Maru, Japanese str., 993 tons, Capt. T. Matsumoto, from Swatow, buoy No. B21.—N.Y.K.
Sourabaya Maru, Japanese str., 2,728 tons, Capt. A. Ikezoe, from Tawao, buoy No. A4.—O.S.K.	Tijbadak, Dutch str., 4,800 tons, Capt. P. Lems, from Tanjung Paudan, buoy No. A7.—J.C.J.L.
Wednesday, Dec. 10.	Chang Kiang, French str., 1,717 tons, Capt. L. J. Cruchot, from Shanghai, buoy No. A9.—Sing Kee & Co.
Chung Kong, Chinese str., 447 tons, Capt. Kwok Shau, from Tourane, buoy No. C20.—Yau Lee & Co.	G. Maurice Long II., French str., 561 tons, Capt. P. Agostini, from Tourane, buoy No. C22.—M. M. & Co.
Hai Ning, British str., 2,080 tons, Capt. A. H. Stewart, from Swatow, Douglas Wharf.—Douglas Lapraik & Co.	Helikon, British str., 1,219 tons, Capt. W. Lee, from Saigon, buoy No. B17.—Wo Fat Sing.
Hiroshi Maru No. 3, Japanese str., 940 tons, Capt. Y. Okada, from Keelung, Yaumati Anchorage.—M.B.K.	Hong Hwa, British str., 1,924 tons, Capt. J. H. Gregory, from Singapore, buoy No. A10.—Ho Thong & Co.
Hozan Maru, Japanese str., 2,347 tons, Capt. H. Oyama, from Swatow, O.S.K. Wharf.—O.S.K.	Hydrangea, British str., 561 tons, Captain P. W. Grierson, from Swatow, Chiu On Wharf.—Chiu On S.S. Co.
Kaga Maru, Japanese str., 3,615 tons, Captain M. Tani, from Shanghai, Kowloon Wharf.—N.Y.K.	Kiku Maru, Japanese str., 1,939 tons, Capt. M. Yamamoto, from Sakito, buoy No. B50.—M.B.K.
Kueichow, British str., 1,220 tons, Capt. D. Williams, from Chefoo, buoy No. B48.—B. & S.	Nanchang, British str., 1,488 tons, Capt. G. A. Evans, from Swatow, buoy No. B37.—B. & S.
Taming, British str., 1,356 tons,	

### AMERICA'S NAVY.

**NEW TRAINING SQUADRON ANNOUNCED.**

**ARKANSAS'S LONE HAND.**

The Navy Department of the United States has announced the formation of a new Naval Training Squadron, created as a part of the Navy's policy to bring the Navy within the limitation fixed in the London Naval Treaty. This new unit will be commanded by Rear Admiral Harley H. Christy, now commanding the Fourth Division of the Battle Fleet.

The Training Squadron will comprise the Battleships Wyoming and Arkansas and two divisions of destroyers, although the Wyoming will be placed in a status of unit for war services by the removal of her armour plate, three of her 12-inch turrets and reduction in speed by mutilating or scrapping of some of her boilers. Of the eight destroyers assigned to the squadron, three are now operating in the Scouting Fleet and the other five are with the Battle Fleet on the Pacific Coast.

When the final re-organization of the Navy is accomplished, the Wyoming and the Arkansas will be the only first-line ships in the Atlantic, and the Arkansas as the lone first-line fighting ship.

The two battleships in the training squadron will operate with a reduced complement of 463 men each; the eight destroyers with a reduced complement of 50 men each. The Training Squadron will be utilized for the midshipmen's cruises, Naval Reserve cruises and for local celebrations along the Atlantic Coast.

Three of Uncle Sam's battleships are now undergoing initial preparations for their exit from the United States fleet in accordance with the provisions of the London Naval Treaty. They are the Florida, Utah and Wyoming, three of the Navy's first super-dreadnoughts, three fighting ships that have proved themselves both in the fleet and in foreign waters.

The Florida will be scrapped, the Utah is intended for conversion to a radio-controlled target and the Wyoming is to be made into a training ship. Work on the Florida and Wyoming will be done at the Philadelphia Navy Yard, while the Utah will be converted at Norfolk.

The Florida still is rated as the Navy's fastest battleship. The Wyoming won honours in battle efficiency in 1914 and first honours in engineering competition in 1923. The Utah has twice won the fleet's engineering trophy, first in 1912 and later during her last year of active commissioned service.

The Wyoming's conversion to a training ship involves the stripping of all armour and the removal of all ammunition in excess of the quantity required for target practice for the guns remaining aboard. Her maximum speed will be cut to 12 knots by the mutilation or removal of boilers.

It is a sad ending for three great ships of America's vanishing navy.

### WARSHIPS IN PORT.

The following British warships are in harbour to-day:—  
Berwick—West wall dock  
Bruce—No. 6 buoy  
Cleala—in dock  
Cornflower—No. 13 buoy  
Herald—No. 4 buoy  
Iraquois—No. 7 buoy  
Marazion—in dock  
Medway—North arm  
Otus—East wall  
Seamew—No. 11 buoy  
Serapis—No. 12 buoy  
Sepoy—No. 8 buoy  
Somme—No. 10 buoy  
Sterling—No. 8 buoy  
Stormcloud—South wall  
Suffolk—No. 3 buoy  
Tamar—Basin  
Thracian—South wall  
Foreign Man-of-War  
Vigilante—French gunboat.

### CONSIGNEES' NOTICE

Consignees of Cargo ex m.v. Tudor, transhipped from m.v. Tai Shan are reminded to take delivery of their goods which will be subject to rent after December 16.

Capt. J. H. Hodgkiss, from Swatow, buoy No. A29.—B. & S.  
Tsinan, British str., 2,100 tons, Capt. J. W. Tinson, from Canton, buoy No. B23.—B. & S.  
Yat Shing, British str., 1,424 tons, Capt. C. Alexandre, from Canton, buoy No. B32.—B. & S.

### DELAWARE COAST TRAGEDY.

**8 Lost When Steamer Founders.**

New York, Oct. 29.

The steamer Mallory, of the Clyde Line, reached the port of New York this morning, bringing news of the sudden foundering of the cargo vessel Barbados in a storm off the Delaware coast in the small hours of Sunday morning, with the loss of six men, a woman, a boy.

On board the Mallory were the six survivors of the 14 persons who sailed in the Barbados for the island of Barbados on Friday, since when nothing had been heard of the vessel. It now appears that her engines were put out of action by the storm late on Saturday night. According to the captain it was just after midnight when he decided to abandon ship. He sent word of this to five people who were below decks at the time—Mr. E. G. Valverde, a West Indian negro and the owner of the vessel, his wife, two engineers, and Mr. Valverde's negro chauffeur, whose only known name was Willie. Before these five could come on deck and reach the lifeboat a violent tremor suddenly shook the Barbados, and a moment later she went to the bottom.

The nine on deck were thrown into the water, but six of them managed to clamber into the lifeboat, which had apparently already been cast off clear of the ship. They rowed about and picked up the other three who had been on deck with them. These three, who had been in the icy water a long time before they were picked up, collapsed and died one after the other. The survivors rowed 12 hours with the three corpses lying in the boat. They finally threw them into the sea. They had been in the lifeboat 68 hours before being rescued by the Mallory.

### TURKISH RESTRICTIONS.

**Salvage Operations In The Dardanelles.**

It is pointed out in the London insurance market in connection with the limitation of salvage operations in Turkish waters to Turkish vessels, that the Dardanelles are now international waters and that the present magnitude of the traffic passing between Europe and the Black Sea makes the restrictions put on salvage craft and operations particularly inappropriate. The suggestion has been made that the restrictions on competition among salvage firms should be taken into account in terms of insurance, for it is feared that they may have the effect of raising the costs to underwriters of salvage and repairs. In the long run, doubtless, efforts would be made to transfer any additional costs to shipowners, who, in the present depressed time, are anxiously looking for means of economizing.

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DECEMBER.

SUN. 14th WED. 24th

FRI. 19th TUES. 30th

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### PASSENGER LISTS.

DEPARTURES.

Per m.s. Chichibu Maru for San Francisco via port on December 11:—

Dr. Armando Navarro, Miss L. Gutterres, Mr. F. Respinger, Mr. and Mrs. J. Gorlovsky, Mr. P. H. Barton, Mr. H. S. Lindsay, Mr. Peter Haehule, Mr. H. Merecki, Mr. I. Tomitori, Mr. L. M. Hsu, Mr. Y. Ohtsuka, Mr. Y. Hirooka, Mr. Parmanand Hassarum, Mr. S. Ikeda, Mr. G. Adachi, Mr. T. Hakamazuka, Mrs. Frances Caband, Mr. and Mrs. S. D. Baker, Miss M. F. Patterson, Miss Phyllis Barker, Mrs. Helen Bonsall, Pastor

and Mrs. F. W. Smith, Miss Erville Smith, Miss Mildred Smith, Mrs. H. L. Exon, Mr. F. D. Sumner, Mr. and Mrs. H. B. Aznoe, Miss L. Busecke, Mrs. Delfina de Jonfe, Mr. Juan Chan.

Per s.s. Empress of Asia on December 10:—

Mr. L. Foxall, Mr. H. Glour, Dr. and Mrs. Jackman, Mr. R. Gardner, Mr. A. Joseph, Mr. R. Loffebolz, Mr. J. S. Landolt, Mr. and Mrs. V. H. Lanning, Mr. and Mrs. A. H. Matthews, Mr. C. H. Scott-Moncrief, Mr. Nicoll, Mr. V. W. Ribbons, Mr. I. de Silva, Mr. W. B. Serfess, Mr. K. Vozel, Major P. Williams, Dr. and Mrs. A. O. Wall, Miss A. M. Wall, Miss B. A. Wall.

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LAHORE	5,804	27th Dec.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RANCHI	15,650	3rd Jan.	Bombay, Marseilles & London.
JEYPORE	5,318	10th Jan.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KASHMIR	8,985	17th Jan.	Marseilles, London, Hull, Rotterdam & Antwerp.
COMORIN	15,132	31st Jan.	Bombay, Marseilles & London.
PERIM	7,548	7th Feb.	Marseilles, London & Hull.

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ILAWA	10,006	7th Jan.	Singapore, Penang & Calcutta.
TALAMBA	8,018	15th Jan.	Singapore, Penang & Calcutta.
TALMA	10,000	3rd Feb.	Singapore, Penang & Calcutta.

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NELLORE	6,853	31st Jan.	& Melbourne.
TANDA	6,956	28th Feb.	

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The Union S.S. Company's steamers to the United Kingdom via New  
Zealand, Vancouver, San Francisco, etc.  
The P. & O. Royal Mail Steamers to London and  
The P. & O. Branch Service of steamers to London via Suez.  
The New Zealand Shipping Company's steamers for Southampton and  
London via Panama Canal.

## SAILINGS TO SHANGHAI & JAPAN.

S.S.	Tons	From Hong Kong About	Destination.
ILAWA	10,006	18th Dec.	Amoy, Shanghai, Moji, Kobe, Yokohama & Osaka.
PERIM	7,648	18th Dec.	Shanghai, Moji, Kobe & Yokohama.
KASHMIR	8,985	20th Dec.	Shanghai, Moji, Kobe & Yokohama.
TALAMBA	8,018	26th Dec.	Amoy, Moji, Kobe, Osaka & Y'hama.
COMORIN	15,132	3rd Jan.	Shanghai, Kobe & Yokohama.
NELLORE	6,853	6th Jan.	Shanghai, Moji, Kobe, Osaka & Y'hama.
TALMA	10,000	12th Jan.	Amoy, Shanghai, Moji, Kobe & Yokohama.
KASHGAR	9,005	17th Jan.	Shanghai, Moji, Kobe & Yokohama.
KHIVA	9,135	24th Jan.	Shanghai, Moji, Kobe & Yokohama.
ILAWA	10,006	31st Jan.	Shanghai, Moji, Kobe, Osaka & Y'hama.
TANDA	6,956	6th Feb.	

\*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at  
Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

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Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received  
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For further information, Passage, Freight, Handbooks, etc., apply to—

**MACKINNON, MACKENZIE & CO.,**

P. & O. Building, Connaught Rd. C., Hong Kong. Agents.

## THE KWONG HIP LUNG CO. LTD.

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS  
and IRON FOUNDERS. All work done in this establishment is  
guaranteed. We have over thirty years' experience. We own two Slip-  
ways and can accommodate any craft of 200 feet long.  
Town Office: 64, Connaught Road Central, Hong Kong. Tel. 20453.  
Shipyard: Sham-shui-po, Kowloon, Hong Kong. Kowloon Tel. 57003.  
Estimates furnished on application.  
Hong Kong, April 1, 1924.

P. & O. CO.

LORD INCHCAPE AS A  
PESSIMIST.

FALL IN CARGO.

London, Yesterday.  
Lord Inchcape, presiding at  
the annual meeting of the Penin-  
sular and Oriental Steam Navigation  
Co., said he had never known  
trade to be so bad as in the past  
few months.

Disturbances in India, con-  
ditions in Australia, the civil war  
in China and the severe fall in  
the sterling value of the dollar  
and taal, had seriously affected  
shipping.

A total of 368 British ships, of  
a tonnage of 885,000, were laid  
up on October 1. Prospects for  
shipping were far from bright.

The Company's ships for the  
past year had run three quarters  
of a million miles less than in  
1929. Cargo had fallen by a  
million tons. Passengers and  
animals carried had each dropped  
by fifty thousand.

He concluded by dwelling on  
the necessity for a reduction of  
taxation and of production costs.  
—Reuter.

## THREE GREAT PORTS

### START NEW BUILDING COMPETITION.

London, Nov. 1.  
While the leaders of Britain's  
three principal political parties are  
arguing about imports, Empire free  
trade and tariffs Britain's three  
principal ports are battling for  
supremacy in the handling of  
abundant trade, regardless of the  
political outcome.

London, Liverpool and South-  
ampton dock authorities are spend-  
ing millions of pounds sterling on  
dock improvement schemes in an  
effort to give their respective ports  
a lead in attracting the world's  
shipping trade, both freight and  
passenger.

In the past few years the Port  
of London Authority, controllers of  
what is regarded as the world's  
greatest port, have spent some  
£20,000,000 (over \$100,000,000) on  
schemes to extend and improve the  
docks still further. The great  
King George V dock at North Wool-  
wich is one of the results of their  
labours and expenditures. In its  
last business year the port handled  
a record total of 58,500,000 tons  
of shipping, dealt with £705,000,000  
worth of trade (34 per cent. of the  
whole United Kingdom quota), and  
received more imports than the ag-  
gregate of the next five largest  
ports.

The latest victory, however,  
appears to be with the Southamp-  
ton port for leading passenger  
lines serving India, East Asia, and  
Far East and North Pacific ports  
have recently transferred their

## CONSIGNEES.

BARBER-WILHELMSSEN LINE.

NOTICE TO CONSIGNEES.

Motor Vessel,  
"TAI SHAN"

From NEW YORK & PORTS.

Consignees of Cargo are here-  
by informed that all Goods ex-  
m.v. "Tai Shan" have been trans-  
shipped at Manila to m.v. "Tudor"  
and are being landed at their  
risk into the Godowns of the  
Hong Kong and Kowloon Wharf  
& Godown Company, Ltd., at Kowloon,  
whence and/or from the wharves de-  
livery may be obtained.

Optional Cargo will be forwarded  
unless notice to the contrary be given  
before 10th instant.  
No claims will be admitted after the  
Goods have left the Godowns, and all  
Goods remaining undelivered after the  
16th instant will be subject to rent.  
All claims against the vessel must  
be presented to the undersigned on or  
before the 26th instant, or they will  
not be recognised.

All broken, damaged, and damaged  
Goods are to be left in the Godowns,  
where they will be examined on the  
16th instant at 10 a.m. by Messrs.  
Anderson & Ashe, Surveyors.  
No Fire Insurance has been effected.  
Bill of Lading will be countersigned  
by

**DODWELL & CO., LTD.**

Agents.  
Hong Kong, 9th December, 1930.

## TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila (P. I.), Thursday Is., Cairns, Townsville,  
Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGE - TAIPING (SUNSHINE)

FASTEST and MOST UP-TO-DATE STEAMERS IN THE SERVICE.

ELECTRIC LAUNDRY, BARBER SHOP, SURGEON and STEWARDESS CARRIED.

Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, 695 RETURN

" " " " LONDON (via Australia) from £141/10/-

(Australian Newspapers on file)

STEAMER	Due Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
CHANGE	December 10th	January 20th	January 20th	January 11th
TAIPING	January 16th	February 26th	February 26th	February 8th
CHANGE	February 17th	March 27th	March 27th	March 18th
TAIPING	March 23rd	April 23rd	April 23rd	April 14th

AUSTRALIAN-ORIENTAL LINE, LIMITED

BUTTERFIELD & SWIRE, Agents—HONG KONG—SHANGHAI

## HONG KONG AND MACAO LINE

In Good Speed  
S.S. CHUEN CHOW

Daily Sailing from Hong Kong at 2.00 p.m.

Sailing from Macao at 7.50 a.m.

Sundays excepted.

Freight and Passage apply:—

**CHUEN ON STEAM BOAT CO., LTD.**

241, Des Voeux Road C. Tel. 26061.

embarkation and disembarkation head-  
quarters from London to South-  
ampton. The Southern Railway,  
owners of a £13,000,000 extension  
scheme which will include accom-  
modation for the 70,000-ton mys-  
tery super-liner now being built  
for the Cunard company. It is  
stated that several other impor-  
tant shipping companies are anxious  
to dock their ships at Southampton  
as soon as the extensions are com-  
pleted.

Liverpool, the great north west-  
ern port, is also throwing millions  
into the fight. At present she  
ranks with Southampton in ability  
to accommodate the world's largest  
vessels and shipping authorities  
declare that she can still hold her  
head up in view of her vast freight  
trade. They proudly point to  
their advantage in their connection  
with the huge industrial city of  
Manchester through the Man-  
chester Ship Canal.—United Press.

## NAUTICAL INVENTIONS.

### A New Lifeboat Launching Gear.

A new lifeboat launching gear,  
and a device whereby fog signals  
can be changed into something  
that may be seen, with a pilotage  
instrument for determining the  
position of ships at night near the  
coast, and other nautical inven-  
tions, give a certain shipping in-  
terest to the sixth International Ex-  
hibition of Inventions, at the  
Central Hall, Westminster. The  
display is organised by the  
Institute of Patentees, of which  
Lord Asquith is president.

A large model of a ship demon-  
strates a new device for improve-  
ment of ships' lifeboats, and their  
launching. It is the work of  
Captain W. Marstrand, of New-  
castle-on-Tyne, the chief of the  
Scandinavian Shipping Bureau in  
that port. This equipment, worked  
by hand, can be fitted to any ship  
for use with the usual lifeboats.  
It costs £500. The demonstrations  
have aroused a great deal of in-  
terest amongst shipping visitors to  
the exhibition, and a Norwegian  
owner has just ordered the ap-  
pliance. An overhead rail runs  
round the boat deck that allows  
lifeboats to be launched on either  
side of the ship, according to the  
list at the time of the disaster. A  
boom drops at right angles to the  
deck and carries the lifeboat out  
into the sea, sliding down a wire  
rope, and comfortably launching  
itself into the roughest weather.

The releasing and launching of the  
lifeboats is controlled from the  
bridge. There is also a model of  
a completely covered-in life-boat,  
which will immediately right itself  
if overturned in a heavy sea.  
Fog Compass.

A very compact invention is a  
fog navigation compass. This  
comprises an improved Cathode  
ray oscillograph direction-finding  
device. The note of the foghorn  
from another ship is transmitted  
into a light signal on a glass plate  
over the compass. This light  
signal shows where the other ship  
lies and how far away she is. It  
is called the H. J. B. Navigation  
Compass, and appears to have a  
great future on ships if placed  
economically on the market.

At the exhibition there are  
plans of an apparatus for telling  
the position and movements of  
approaching vessels, which can  
be used by officers who have no wire-  
less knowledge.

A pilotage instrument, the inven-  
tion of Captain C. de V. Le Sueur,  
tells the position of ships at night  
near the coast.

This instrument is designed to  
relieve navigating officers of the  
anxiety often inseparable from

coastal pilotage at night in dirty  
weather.

It claims to provide an instan-  
taneous and accurate means of ob-  
taining information essential to  
the safe navigation of the ship,  
securing complete liberty of selec-  
tion of bearings of a fixed object;  
also of the "time interval" and  
"run" between bearings.

The ship's course may be laid to  
counteract the varying "set and  
drift," of the tidal current, and  
any marked variation of this "set  
and drift," due to stress of weather,  
may be detected at the earliest  
possible moment, thereby enabling  
a navigator to keep account of the  
ship's position, notwithstanding  
immediate alterations of the ship's  
course. Whilst possessing a full  
range ahead of 80 miles, the scale  
is such as to be comfortably read.  
Another small model shows how a  
boat can get propulsive power out  
of the waves around it. The rise  
and fall of the waves at the stern  
produce the power through small  
blades under the boat.

## STINK BOMBS AT OPERA.

Japanese Prince Among Those  
Driven Out.

Frankfurt-on-Main, Oct. 20.

Prince Takamatsu, brother of  
Emperor Hirohito of Japan, and his  
consort were driven from the opera  
house here last night by stink bombs  
thrown by Fascists.

The bombs were not directed  
against the royal visitors, but were  
in protest against the opera, "The  
Rise and Fall of the City of  
Mahogany."

The Fascists yelled, whistled,  
chanted and released the bombs amid  
tumult and shouts of "Long live  
Hitler" and "Germany awake."

## HONG KONG TIDE

The tide-table given below has been  
obtained by aid of the Tide-predict-  
ing Machine, which includes 40 com-  
ponents for the better prediction of  
tides, from the result of the analysis  
of the tidal observations, taken at  
the Kowloon tidal observatory under  
the direction of Dr. Dobiesck during  
the years 1887, 1888 and 1889.

The times and heights are given  
for Kowloon; but they may be used  
for the Victoria Naval Yard and  
Aberdeen, the differences being very  
small.

The times of high and low-water  
must not be considered to coincide  
with the times of slack-water and  
change of current, the two phenomena  
being quite distinct.

December 11 to 17, 1930.

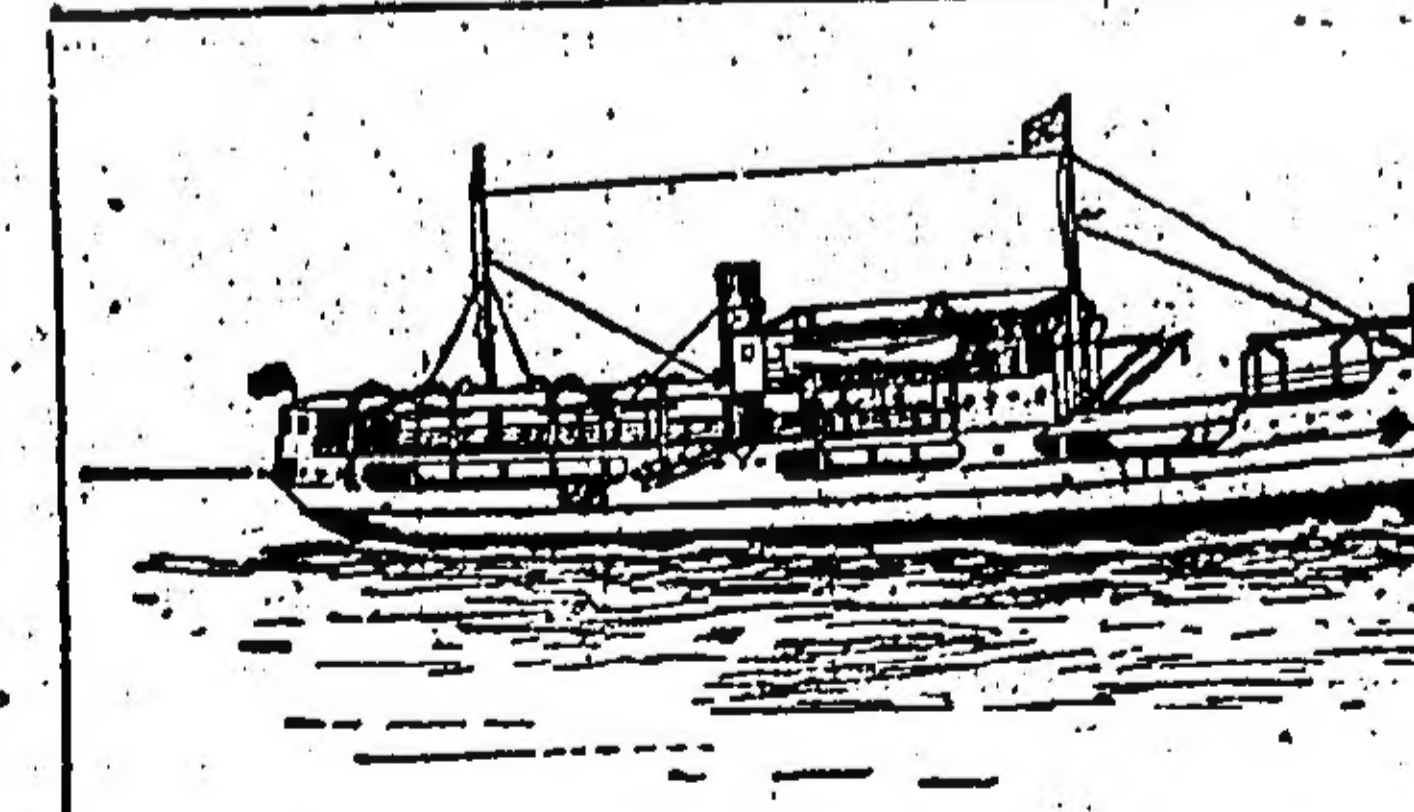
DATE	HIGH WATER	LOW WATER
Dec.	Standard Time	Standard Time
Thurs 11	m 0 8 30	m 8 14 10
Fri 12	m 3 3 14	m 6 2 43
Sat 13	m 1 19 73	m 9 11 14
Sun 14	m 4 37 47	m 7 31 44
Mon 15	m 2 51 87	m 10 16 18
Tues 16	m 5 11 51	m 8 31 43
Wed 17	m 4 14 61	m 11 9 22
	m 5 50 54	m 11 41 37
	m 6 31 54	m 11 51 26
	m 8 25 61	m 1 3 29
	m 7 0 3	m 0 26 30
	m 8 59 50	m 1 57 28
	m 7 32 54	m 0 59 28

## THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

DOCK OWNERS, SHIP BUILDERS, MARINE AND LAND ENGINEERS, BOILER  
MAKERS, IRON, STEEL, AND BRASS FOUNDERS, FORGE MASTERS,  
ELECTRICIANS.

The Com-  
pany pos-  
sesses Six  
Granite  
Docks and  
Two Pat-  
ent Slip-  
ways. The  
dimensions  
of No. 1  
Dock are  
700 ft. x  
86 ft. x 30  
ft.



Codes Used:  
A1, A.B.C.  
Fifth Edi-  
tion; En-  
gineering:  
First and  
Second Edi-  
tion; West-  
ern Union  
and Wat-  
kins.

M.S. "SUGBO."

Single screw steel passenger and cargo motor ship. Dimensions:—154' 0" B.P.  
x 28' 0" Mld. x 11' 6" Mld.; D.W. 470 tons; B.H.P. 360; Speed 10½ knots. Built  
and machinery installed by The Hong Kong & Whampoa Dock Co., Ltd., to the  
order of La Naviera Filipina Inc. Cebu for Philippine coasting service.

Please address enquiries to the Chief Manager:—

**R. M. DYER, B.Sc., M.I.N.A.,** Kowloon Dock, Hong Kong.

# P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).  
MAIL AND PASSENGER STEAMERS.

## TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,  
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,  
AUSTRALASIA, INCLUDING NEW ZEALAND AND  
QUEENSLAND PORTS, AND RED SEA, EGYPT,  
CONSTANTINOPLE, GREECE, LEVANTINE  
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons.	From Hong Kong About	Destination.
*KALYAN	9,144	20th Dec.	Marseilles, London, Hull, Rotterdam & Antwerp.
*LAHORE	5,304	27th Dec.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RANCHI	16,650	3rd Jan.	Bombay, Marseilles & London.
*JEYPORE	5,318	10th Jan.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KASHMIR	9,985	17th Jan.	Marseilles, London, Hull, Rotterdam & Antwerp.
COMORIN	15,132	31st Jan.	Bombay, Marseilles & London.
*PERIM	7,648	7th Feb.	Marseilles, London & Hull.

\*Cargo only. †Calls Casablanca.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

## BRITISH INDIA-APCAR SAILINGS.

S.S.	Tons.	From Hong Kong About	Destination.
SIRDHANA	7,745	26th Dec.	Singapore, Penang & Calcutta.
TILAWA	10,000	7th Jan.	Singapore, Penang & Calcutta.
TALAMBA	8,018	15th Jan.	Singapore, Penang & Calcutta.
TALMA	10,000	3rd Feb.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

## EASTERN & AUSTRALIAN SAILINGS (South).

S.S.	Tons.	From Hong Kong About	Destination.
ST. ALBANS	4,500	2nd Jan.	Manila, Rabaul, Brisbane, Sydney & Melbourne.
NELLORE	6,853	31st Jan.	
TANDA	6,956	28th Feb.	

Regular monthly sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:—

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.  
The P. & O. Royal Mail Steamers to London and  
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TALMA	10,000	12th Jan.	Amoy, Moji, Kobe, Osaka & Yama.
KASHGAR	9,985	17th Jan.	Shanghai, Moji, Kobe & Yokohama.
KITVA	9,135	24th Jan.	Shanghai, Moji, Kobe & Yokohama.
MALWA	10,980	31st Jan.	Shanghai, Moji, Kobe & Yokohama.
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## THE KWONG HIP LUNG CO. LTD.

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two shipyards and are equipped with all the latest machinery. Our work is done in the most efficient manner. We are situated at the Victoria Harbour, Hong Kong. Tel. 2549. Address: 61, Connaught Road Central, Hong Kong. Tel. 2549. Branch: 10, Queen's Road, Kowloon, Hong Kong. Tel. 2549. Branch: 10, Queen's Road, Kowloon, Hong Kong. Tel. 2549.

## P. & O. CO.

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## CONSIGNEES.

BARBER-WILHELMSEN LINE.

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Optional Cargo will be forwarded unless notice to the contrary be given before 10th instant.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 10th instant will be subject to rent.

All claims against the vessel must be presented to the undersigned on or before the 28th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godown, which will be examined on the 15th instant at 10 a.m. by Messrs. Anderson & Ash, Surveyors.

No Fire Insurance has been effected. Bill of Lading will be countersigned by DODWELL & CO., LTD.

Hong Kong, 9th December, 1930.

## TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila (P. I.), Thursday 14, Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS, CHANGIE, TAIPING (SUNDAYS).  
FIRST CLASS FARE TO SYDNEY, RETURN, £100. (Includes meals, berths, and all other expenses.)

For further information, apply to the Agent, Messrs. DODWELL & CO., LTD., 10, Queen's Road, Kowloon, Hong Kong.

STEAMERS: 10, Queen's Road, Kowloon, Hong Kong. Tel. 2549. Agents: 10, Queen's Road, Kowloon, Hong Kong. Tel. 2549.

AUSTRALIAN-ORIENTAL LINE, LIMITED.  
SUNDAYS & SUNDAYS, HONG KONG, SUNDAYS.

## HONG KONG AND MACAO LINE

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A new lifeboat launching gear, and a device whereby fog signals can be changed into something that may be seen, with a pilotage instrument for determining the position of ships at night near the coast, and other nautical inventions, give a certain shipping interest to the sixth International Exhibition of Inventions, at the Central Hall, Westminster. The display is organised by the Institute of Patentees, of which Lord Asquith is president.

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A very compact invention is a fog navigation compass. This comprises an improved Cathode ray oscillograph direction-finding device. The note of the foghorn from another ship is transmitted into a light signal on a glass plate over the compass. This light signal shows where the other ship lies and how far away she is. It is called the H. J. B. Navigation Compass, and appears to have a great future on ships. If placed economically on the market.

At this exhibition there are plans of an apparatus for telling the position and movements of approaching vessels, which can be used by officers who have no wireless knowledge.

A pilotage instrument, the invention of Captain C. de V. Le Sueur, tells the position of ships at night near the coast.

This instrument is designed to relieve navigating officers of the anxiety often inseparable from

coastal pilotage at night in dirty weather.

It claims to provide an instantaneous and accurate means of obtaining information essential to the safe navigation of the ship, securing complete liberty of selection of bearings of a fixed object; also of the "time interval" and "run" between bearings.

The ship's course may be laid to counteract the varying "set and drift" of the tidal current, and any marked variation of this "set and drift" due to stress of weather, may be detected at the earliest possible moment, thereby enabling a navigator to keep account of the ship's position, notwithstanding immediate alterations of the ship's course. Whilst possessing a full range ahead of 80 miles, the scale is such as to be comfortably read. Another small model shows how a boat can get propulsive power out of the waves around it. The rise and fall of the waves at the stern produce the power through small blades under the boat.

## STINK BOMBS AT OPERA.

Japanese Prince Among Those Driven Out.

Frankfurt-on-Main, Oct. 20.  
Prince Takamatsu, brother of Emperor Hirohito of Japan, and his consort were driven from the opera house here last night by stink bombs thrown by Fascists.

The bombs were not directed against the royal visitors, but were in protest against the opera, "The Rise and Fall of the City of Mahogany."

The Fascists yelled, whistled, chanted and released the bombs amid tumult and shouts of "Long live Hitler" and "Germany awake."

## HONG KONG TIDE

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides, from the result of the analysis of the tidal observations, taken at the Kowloon tidal observatory under the direction of Dr. Dobson during the years 1887, 1888 and 1889.

The times and heights are given for Kowloon; but they may be used for the Victoria Naval Yard and Aberdeen, the differences being very small.

The times of high and low water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

December 11 to 17, 1930.

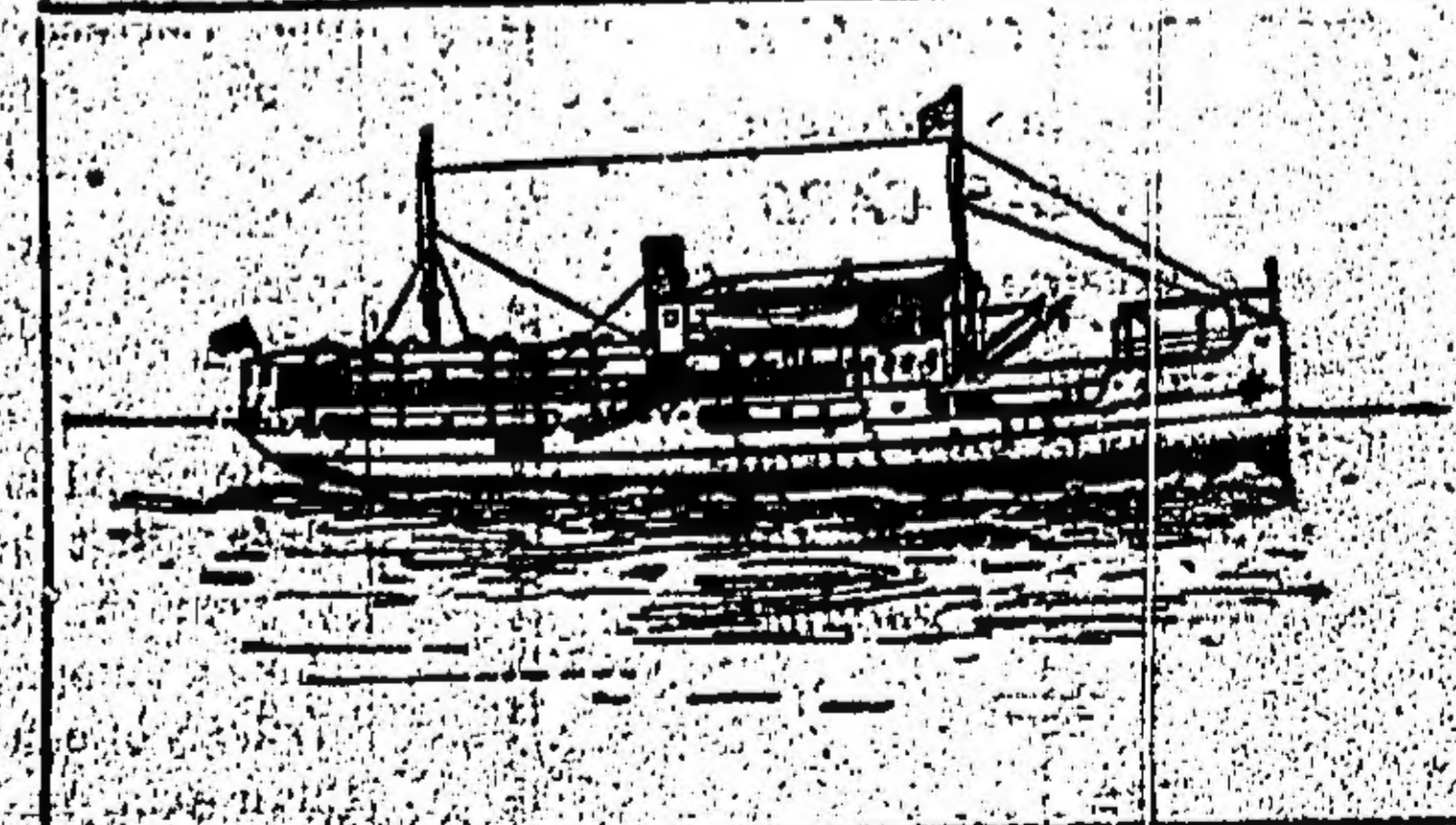
Date	High Water		Low Water	
	Standard Time	Height	Standard Time	Height
Thurs. 11	0 08	8.0	10 54	1.0
Fri. 12	1 34	8.4	9 54	1.4
Sat. 13	2 59	8.7	8 54	1.7
Sun. 14	4 24	8.9	7 54	2.0
Mon. 15	5 49	9.1	6 54	2.3
Tues. 16	7 14	9.2	5 54	2.6
Wed. 17	8 39	9.3	4 54	2.9

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## PHOTOGRAPHS

taken at the  
**HONGKONG VOLUNTEER CAMP**  
at FANLING

are on view

at the

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Hong Kong, Thursday, Dec. 11, 1930.

### Why the Dollar Has Dropped.

If people want to know why the dollar has dropped, they should go into the question in the proper manner. If they think they can solve the problem by sitting on their hands and blaming the Banks, then they are very much mistaken. The problem is neither so vast nor so intricate as the reiterated cacophony of a thousand opinions has led us to imagine. It is the remedy that is so difficult to find, and if the brains of our Treasury Department are unable to do something other than to balance the loss of revenue by imposing a burden of taxation upon the business men of the Colony and their employees, it is quite certain that the Currency Commission will find no solution. The slump in silver, which is the direct cause of the drop in the dollar, may be attributed to the efforts of Great Britain to establish the pound sterling in India by dumping on to the world market at any price silver that has been hoarded for years in the interior of India. This dumping approximates 57,000,000 ounces annually, but there remains in India between five to seven billion ounces which will ultimately be unloaded on the world market. This continued dumping has caused the abnormal fall in the value of silver and China has been the greatest sufferer.

In this connection, it is interesting to recall, as Mr. Bronson Rex points out in the current issue of the Far Eastern Review, that the Nationalist movement

received its first impetus in 1925 through the South China boycott against Hong Kong and British goods, causing immense losses to British trade and prestige. The Kuomintang leaders in Canton cheerfully paid out several millions of dollars to clothe, feed and house the boycotters and strikers during the year or more that the movement was in full force. Since then, in alliance with the Soviet, it concentrated its activities on ruining British trade in China.

If we were given to moralising, it would be easy to point out that the so-called "capitalistic nations" have ways of retaliating other than by military force and if Great Britain had deliberately set out to even up the score with China, she could not have found a more efficient way to revenge herself than by manipulating the silver exchange to the disadvantage of China. The Kuomintang, or the Nationalist Government, heavily wrecked Hong Kong and British trade with China. A few years later Great Britain, through India, cuts the wealth of China in half and reduces it to a state of bankruptcy.

The moral is that boycotts and trade wars, work both ways. China scored her victory over Britain and is now paying the penalty. When the British Government protested time and again against the unwarranted interference with its trade, it was politely informed by the Chinese authorities that they could not control the patriotic protests of its people against Imperialistic policies. Yet, the day, arrived when the Chinese Minister to the Court of St. James had to be instructed by Nanking to make representations to the British Government in the matter of Indian silver sales and their adverse effect upon the currency and commerce of China. In the first flush of its enthusiasm, when it had Great Britain "on the run," the Kuomintang never thought that the tables might be turned and China brought to the verge of ruin and forced to appeal to the friendly offices of "Imperialistic Britain" for relief. Naturally, the British Government cannot dictate to the hundreds of millions of its Indian subjects what they shall do with their hoarded wealth of gold and silver, and if the value of the latter is now reduced through the stabilisation of the rupee, the rest of the world must expect these people to dump their silver hoardings on the market. If this hoarded wealth approximates five to seven billion ounces of silver, and the people of India keep on unloading any

silver loan to China to stabilise the exchange would be only a temporary expedient, calling for another billion within the next year again to stabilise exchange and so on, until India's hoardings of the metal are replaced by gold. It would seem that, in the present situation, Great Britain holds the trump cards, although it is exceedingly unfortunate that non-Chinese interests in the Orient should be made to suffer.

### News in Brief.

H.E. the Governor has appointed Monday, February 2, as the date for the annual inspection of the St. John Ambulance Brigade.

To-morrow 145 bags of sulphate of ammonia (more or less damaged) are to be sold by Messrs. Lammert Brothers at Holt's Wharf at 11 a.m.

Overcome by an epileptic fit, Chan Sing, a cook employed by the Indians at No. 2 Police Station, was yesterday sent to the Government Civil Hospital.

The first auction of toys during the Christmas season is advertised to be held in Lammert's auction rooms, on Tuesday at 2.30 p.m. They will be on view on Monday.

Please Note.—The Helena May Institute Annual General Meeting will be held at the Helena May on Tuesday, December 16, at 10 a.m. and not at 11 a.m. as previously advertised.—Adv.

The many friends of Mr. Archie Henderson, late of the Hong Kong Tramways, will be interested to learn that he was elected a member of the Gourock Town Council at the November elections.

Captain C. H. Williams, of the S.S. Kamo, has notified the Police that between 6 a.m. on Tuesday and 8 a.m. yesterday, some person stole from the ship's forecastle an iron cable shackle valued at \$20.

For snatching a handbag from Li Kih-shia at 7.45 last night in Nathan Road, a Chinese was sentenced, to four months' imprisonment, and 12 strokes in the Kowloon Magistracy this morning.

Two British warships are going to Manila on January 17, for a ten-days' visit. These are H.M.S. Kent and Petersfield. The British community and the United States army and navy authorities are planning a big welcome.

A Children's Pantomime will be given, in the Helena May on Thursday, December 18, at 5.30 p.m.—"Jack and the Beanstalk." Please book seats from Matron, 22160. Members, Service men and children 30 cents each; non-members 50 cents.—Adv.

The annual bazaar of the St. Francis Convent branch of the Canadian Institute will be held on Sunday next, commencing at 10 a.m. It is hoped to secure a large support in aid of this deserving cause, as in former years. Holders of admission tickets who do not require them are asked to return them by Saturday at latest.

Observing that the evidence was not such that any jury could convict Mr. R. B. Lindsay yesterday discharged a Sanitary Department constable, Lau Lam, who was charged with robbery and violence, in Causeway Bay District on October 3. The complainant, Chan Loi, a coolie employed at the Electric Power Station, North Point, was not sure regarding visibility and other points.

A committal for trial at the Assizes was made, by Mr. E. H. Williams in the Central Magistracy yesterday, in the case, in which Au Shun-hing, managing partner of the Lal On Arm, is charged with embezzlement and forgery in respect of \$3,500. For the defence, Mr. F. C. E. Randall urged that nobody was defrauded by the effect of putting the firm's shop on a cheque for \$6,100 issued by Gelin, Drevard & Co., which formed, the subject of the forgery charge.

### PRESUMED DROWNING.

The mysterious disappearance of a deck hand on the motor ship "Wah" has, been reported to the Police by Mr. J. Edwards, the chief officer.

He stated that the ship was lying along the Kowloon Godown wharf at about 3 a.m. yesterday, when Hing Martineau, 20, a motorist, was seen to fall overboard into the water.

The unfortunate man, who did not come to the surface, and he is believed to have been drowned.

### CHILD STOLEN.

WOMAN ADMITS THAT SHE PURCHASED HIM.

REMAND GRANTED.

Lai Chuen, Fung Tai-kwu (woman), Chiu Kam, and Wai Chau-fai appeared at the Kowloon Magistracy to-day on a charge of kidnapping a male child, Lai Hoi-lam (6), from 97, Prince Edward Road on November 11.

Giving evidence, Lam Sun-chai, a Chinese detective in charge of the kidnapping investigations in Canton, stated that after certain instructions, he, accompanied by fourth defendant and father of the child, went to Sze Kau village to search for Lai Kam-pui, the go-between in the transaction.

At Sze Kau police station they discovered he had been under arrest for two days, and acting on his information, visited a woman named Lei, who admitted purchasing the child, thinking him to be the son of Lai Chuen, first defendant, producing an agreement verifying that she had paid \$340 to him.

After taking the Canton detective's evidence, Detective-Sergeant Fitches asked for a remand, and a hearing was granted on December 25.

### FOR THE POOR.

ROSES AND FETE REALISE OVER \$20,000

RESULTS OF RAFFLES.

The gross receipts during the St. Vincent de Paul Fete were over \$9,000.

The total gross takings including the sale of roses and motor car tickets amount to \$20,853.33.

The results of the various raffles were:—

Surprise Cake—Gold Bracelet: Mrs. A. Xavier, One Sovereign; Inspector Murphy.

Embroidered Bedspread:—1st Prize: Mrs. P. Grace, 2nd Prize: Mr. P. A. Yvonnevich, 3rd Prize: Mr. J. M. Noronha, 4th Prize: Mr. J. M. M. Alves.

Guessing Competition—Turkey: Correct weight 14 lb. 7 oz. (Sergeant H. Daly and Mr. J. Kuen), Hen: Correct weight 11 1/4 lb. (Mr. A. Wheeler), Goose: Correct weight 11 lb. 13 oz. (Miss C. E. Remedios).

American Stall.

1st Drawing:—Baby Doll, K. M. Talati; Doll, F. J. Tavares; Doll, Edrez d'Aquino; Eureka, J. M. Alves; Set "Ideal," M. d'Assumpcao.

2nd Drawing:—Tea Set, Simon Tai; Tea Set, Miss G. Chao; Eureka Lam Wing-chin; Doll, Ho Hong; Knitting Set, E. W. J. Sun.

3rd Drawing:—Aluminium Tea Set, R. Shoon; Baby Doll, J. Lewis; Eureka, H. Dixon; Set Tiles, Chan Man-hin; Top, K. James.

4th Drawing:—Baby Doll, Gellatly; Doll, Jose Grace; Baby Doll, K. C. Fong; Eureka, Billy Alves; Game, F. Gonzales.

5th Drawing:—A Tea Set, F. K. Modi; Doll, Angelica Yau Sales; Twin Doll, Benny Omar; Roller, D. A. Xnarrio; "Ideal" set, A. K. Chan.

6th Drawing:—A Tea set, Cawdy Costa; Doll, E. Vas; Doll, G. A. Nalla; Eureka, J. Dobson; "Ideal" Set, Wm. Dorabjee.

7th and 8th Drawings:—Cancelled.

American Stall (Special).

1st Drawing:—Large Doll, Miss Lee; Doll, L. A. Roza; Doll, Chan Wing-yung; Candrome, Lily Tung; Top, R. E. Marques.

2nd Drawing:—Cancelled.

3rd Drawing:—Baby Doll, F. H. Lopez; Doll, Paul R. Kahn; Green Doll, Chan Lewing; Doll, Alice Lopez; Top, Fawn.

4th Drawing:—Aluminium Tea Set, Joe Tavares; Doll, N. Nahan Singh; Doll, Cheong Licho; Doll, S. Lobato Faria; "Ideal" Set, F. de la Cruz.

5th Drawing:—Tea Set, F. C. Laurel; Doll, J. Situ; Doll, G. W. Cooper; Game, M. d'Assumpcao; Eureka, F. de la Cruz.

6th Drawing:—Aluminium Tea Set, Beatriz Soares; Doll, J. V. Pereira; Doll, D. B. Antonio; Eureka, R. S. Sbai-rung; Eureka, G. S. Donoghue.

7th Drawing:—Doll, A. Leong; Doll, Esperanza Ribeiro; Doll, B. D. Khiraj; Car, D. Browning; Counter, J. J. Walsh.

8th Drawing:—Baby Doll, Lee Hui-kok; Baby Doll, P. Malhot; Doll, G. K. Moorwood; Eureka, H. Durinjee; Box Blocks, King Row & Co.

### SHOONKEEPER SWINDLED.

The manager of Kayamall's has reported to the Police authorities that at about 4 o'clock yesterday afternoon, three Europeans (a woman and two men) entered the shop and asked to see a few rolls of silk. The salesman obliged them, but they finally left without making a purchase. It is alleged that it was later discovered that they took a roll of silk, about 20 yards in length, valued at \$45.

### WORLD COURT.

PLAN FOR ADHERENCE OF UNITED STATES.

SUBMITTED TO SENATE.

Washington, Yesterday. President Hoover has submitted to the Senate the protocol worked out by Mr. Elihu Root and his colleagues last year for the United States adherence to a permanent court of international justice.—Reuter's American Service.

### FAIR.

To-day's weather report from the Royal Observatory states: A feeble anti-cyclone remains central over the Lower Yangtze Valley.

Moderate monsoon along the S.E. Coast of China and over the N. China Sea.

Forecast:—N. E. winds; moderate; fair.

### Rainfall.

Rainfall to 10 a.m. to-day nil. Rainfall since January 1, 95.59 inches against an average of 82.36.

### Temperature.

The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong	65
Macao	61
Pratas Island	72
Manila	70
Foochow	58
Amoy	60
Swatow	62
Chefoo	42
Shanghai	41

## RADIO

### TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 355 metres:—

5 p.m.—European Programme of Columbia Records selected and supplied by Messrs. Anderson & Co.

5.50 p.m.—Organ and Band Selections.

Organ Solo—Rhapsody in Blue, Quentin Maclean (116).

Band—A Hunting Melody, Community Melody, Debroy Somers Band. (9628).

Organ Solo—The Merchant of Venice, Quentin Maclean (9585-6).

5.30 p.m.—Humorous.

The Toughest Man I Know, Ogal Mogul.

A Kapa-kapa Lovers Lyric, Billy Bennett (9296).

Tommy Hadley Calling, Tommy Hadley (DB9).

Kio Rita—You're always in my arms, Edith Day; Soprano (115).

Following the Sun Around, Geoffrey Gwyther, Baritone.

(by special request of a Listener.) Clapham & Dwyer on Photography, Clapham & Dwyer (243).

6.45 p.m.—Children's Programme from the Studio.

6.45-7.15 p.m.—Orchestral.

In a Camp of the Ancient Britons, Kately's Concert Orchestra (9898).

Echoes of the Valley, The Merry Brothers.

Waldeufel Memorial—Fantasia, Herman Fink & Orchestra (9830).

The Two Imps, Bournemouth Municipal Orchestra (9821).

Dancer of Seville, Bournemouth Municipal Orchestra (9805).

7.15-7.45 p.m.—Concert Items.

Song—The Bandolero, Robert Howe, Bass-Baritone (236).

Oulet—Putting the Clock Back, J. H. Squire, Celeste Octet (68).

Duet—Margold, Dora Labette and Hubert Elsdell (187).

Octet—Classics, J. H. Squire, Celeste Octet (940).

7.45-8 p.m.—Carola.

Bob Rest, Ye Merry Gentleman, Good Christian Men, Rejoice.

The B.B.C. Choir from St. Mary-in-the-Bow Church, Chesapeake (2611).

8 p.m.—Chinese Studio Concert.

9 p.m.—Weather Report.

10.30 p.m.—Close Down.

### Ten Years Ago.

(From the "China Mail" of December 11, 1920.)

To-day's dollar is worth 8/16.

The Governor has recognised Mr. Edward Joseph Noronha, provisionally and pending the issue of His Majesty's Executive Order, as Consul for Guatemala in Hong Kong.

## ROUND THE CINEMAS

## "ANNA CHRISTIE" — FIRST SHOWING TO-DAY.

GRETA GARBO'S ADVICE.

An advocate of the strenuous life, yet a firm believer in rest is the seemingly paradoxical attitude assumed by Greta Garbo, Metro-Goldwyn-Mayer star.

"Work with all the punch that you have in you," says Miss Garbo. "Don't shirk or watch the clock when you are in a job whether it be typewriting, clerking, selling bonds, clothes, or other merchandise, writing, acting, singing, or cooking a meal. Put all that you have into your work, and the return will be one hundred-fold."

"But when the day's work is over, relax. No matter how strenuous the day, try to get a breathing spell of at least twenty minutes. By this I mean a complete let-down from work and worry over affairs of the day."

"Every one must work out his own system of relaxation. For myself, I have found the most effective method is to recline on a couch. I close my eyes and endeavour to relax every muscle. Then I try to think of the pleasantest thing I can and drift off as it were to 'never-never-land.' In this fashion tired nerves loosen, my body feels free, and at the end of twenty minutes I feel refreshed and able to carry on again."

"In addition to this, I do not believe in burning the candle at both ends. Nature takes her toll, and the man or woman who does not have sufficient sleep will pay in the end. As to the amount, that depends on the individual. Napoleon is said to have needed only four hours; others need double that amount. But one can soon determine what is best, for if one arises rested in the morning he can be reasonably sure that nature's demands have been fulfilled."

Miss Garbo's latest picture is the all-talking production "Anna Christie" which is now showing in the Queen's Theatre.



"Did the doctor find out what you had?"  
"Nearly. I had 18s., and he asked for 15s."

Buen Humor, Madrid.

"ALL QUIET."

Here are some of the European titles of "All Quiet on the Western Front," Erich Maria Remarque's sensational novel, brought to the screen by Universal in a dramatic picture which opens on Sunday in the Queen's Theatre. "Pa Vast-fronten Intel Nytt; Intet Nytt fra Vestfronten;" "In Western Nichts Neues;" "Van Het Westelijk Front Geen Nieuws;" "A l'Ouest Rien de Nouveau."

And (here's a tough one) "Lansirintamalta et miltan nutta." But it isn't fair to make you guess that; it is Finnish, and the publishers are Kustannusosakeyhtiö Kirja, of Helsinki. The Latvian title is "Ritumu Fronte Bez Parainam," and the Polish is like unto it: "Na Zachodzie Bez Zmian."

"LET'S GO NATIVE."

The great Jack Oakie, grin-invasion which began, for, the delocation of millions of talkies, a year or so ago, continues its irrepressible spasms of laughter in the Central Theatre this week in "Let's Go Native."

This smiling dean of slang and wise-cracks who began amusing audiences in "Casse Harmonie," and continued his veritable paroxysm of mirth in "Hit the Deck," "Sweetie," "The Social Lion," and others, is a bigger-and-better-than-ever riot in "Let's Go Native," in which he is starred with Jeanette MacDonald, the princess of "The Love Parade," and supported by Skeets Gallagher, Kay Francis, William Austin, and Eugene Pallette.

Oakie is seen as Voltaire McGinnis, the go-getting taxi cab driver who gets all mixed up with Miss MacDonald's plans for her troupe of show-girls who are making a trip to South America to put on a revue for a millionaire. When Oakie's cab runs into a police station in New York he is bound to seek refuge on the ship. He gets a job as a stoker but later is promoted to a mess attendant. On the ship are William Austin, society boy, and James Hall, dishevelled, rolling, big-boned, to love with Jeanette MacDonald, and the 65 and 66 show girls. The story is a tropical tale of love, laughs, and adventure.

## FINAL CONCERT.

## MATRICULATION STUDENTS OF ST. JOSEPH'S.

VERSATILE PERFORMERS.

The Matriculation students of St. Joseph's College, who are leaving at the end of the term, gave an enjoyable farewell concert in the College Hall last evening, and proved themselves very versatile performers.

The programme was well arranged, catering for various tastes, and every item was heartily applauded. The most popular numbers were undoubtedly the music of the Hawaiian Trio, and songs by a quartette billed under the title: "Our Darkies Reveal." A scene from Julius Caesar was also well presented.

The full programme was as under:—

Overture—The Student's Parade.  
Piano Solo—Minuet, H. Ozorio.  
Class Hours—Sketch by Mohai, Asome, Ozorio, C. K. Wong, Gutierrez, Rosario, C. Ribeiro.  
"Kotto Missie" Dance—L. Tjon.  
Our Darkies Reveal—Nolasco, C. Xavier, C. Ribeiro, Mohai.  
Nigger's Drill.  
Scene from Julius Caesar—Brutus by L. Tjon, Cassius by F. Lim, Hawaiian Trio—C. Xavier, F. Abraham and Ed. Alves.  
A Dance Number—L. Tjon.  
Secret of the Trunk—Sketch by G. Castro, Gutierrez, Lenz, Asome, Remedios.  
Hawaiian Trio—C. Xavier, E. Abraham and Ed. Alves.  
"Make It Snappy" Chorus—L. Tjon, Lenz, C. Xavier, G. Castro and F. Lim, Nolasco, J. Remedios.  
Song Ensemble—Farewell.

## DR. NAVARRO.

## PORTUGUESE MINISTER TO CHINA ENTERTAINED.

His Excellency—Senhor Dr. Armando Navarro, Minister for Portugal to China, was guest of honour at a reception given by the Portuguese community of Hong Kong yesterday in the Club Lusitano.

Dr. Navarro, who was accompanied by Mr. Cerveira d'Albuquerque e Castro, Consul-General for Portugal, was received by the President of the Club, Mr. Silva Netto, and other prominent Portuguese. Later he was presented with a silver cigar case by the Consul-General, on behalf of the Portuguese community.

Dr. Navarro sails for the North by the Chichibu Maru to-day.

is king. There is an abundance of pearls, and the island spoils all every time a tent peg is driven, but it is all valueless to the castaways, for they are beyond the pale of civilisation.

Oakie's part in this hectic plot, one may be sure, is a part that calls for many smart cracks and much humorous action. To begin with, he explains to William Austin that he is called Voltaire because when he was born his mother had a Jewish nurse. "Me mudder told the nurse she wanted me called Walter, but the nurse wrote it down the way a Jewish nurse would pronounce it—Voltaire."

There are five songs in "Let's Go Native." Oakie sings three of them—"Joe Jazz," a solo with dancing chorus on the boat-deck—"I've Got a Yen For You," a duet with Kay Francis on the tropical isle, and "Let's Go Native" with a chorus and reprise by William Austin in the coconut grove.

The spicy freshness of the songs is excreted by the spicy freshness of Mr. Oakie himself.

## "THE CLIMAX"

A chorus of three hundred canary birds, the first feathered songsters to be featured in sound films, will be heard in "The Climax." Universal production of the famous stage play by Edward Locke, which will open to-day in the Majestic Theatre.

The singing of the canaries is the recurrent musical motif for the beautiful love scenes, forming a sort of a second theme song for the picture. The theme song itself is "You My Melody of Love," written especially by Victor Schertzinger, composer of "Marcheta" and other popular melodies, and sung by Kathryn Crawford in the leading feminine role.

In addition to canaries and the numerous other sound effects, many of them reproduced for the first time in sound film, there is music on a flute, a violin, an organ and a piano; whistling; a Swiss music box; a full-piece orchestra; roosters crowing and doves cooing.

One of the songs sung by Miss Crawford in "The Climax" which was admirably adaptable to conversion to a sound picture because of music being an integral part of the plot is "Nina," a canzonetta by Pergolesi, 1710-1736.

"The Climax" is an all dialogue and sound production starring Jean Harlow, Universal's great character actor. The setting for the story is in Italy, making it the first sound picture to have a foreign locale. Others in the cast with Harlow and Miss Crawford are George Macdonald, John Harrington, and John Harrington.

## SHADOWS BEFORE

## COMING EVENTS ANNOUNCED IN CHINA MAIL.

## Social Functions.

To-day—Tea Dance at Hong Kong Hotel.

To-night—Dinner Dances at Peninsula and Hong Kong Hotels.

To-morrow—Hong Kong Automobile Association Third Annual Dinner and Dance, Peninsula Hotel.

Saturday—Hong Kong University Medical Society Annual Dinner and Dance, Hong Kong Hotel, 7.30 p.m.

Saturday—Craigangower Cricket Club Dance, 9.15 p.m.

## Entertainments.

To-day—Queen's Theatre.

To-day—Central Theatre.

To-day—World Theatre.

To-day—Star Theatre.

To-day—Majestic Theatre.

To-day—The Climax.

To-morrow—Children's Concert, Helena May Institute, Kowloon, 6.30 p.m.

To-morrow—Theatre Royal: "Yeomen of the Guard," 9 p.m.

To-day—Inward from Europe via Siberia (Chung King and Fuld).

To-morrow—Inward from Europe via Negapatam (Sargodon); from Europe via Siberia (Terunki Maru); Outward for Europe via Marseilles (Terunki Maru), 6 p.m. Lammer's Auctions.

To-morrow—At Sales Room, 4, Duddell Street, household furniture, 2.30 p.m.

To-morrow—At Holt's Wharf (Kowloon), 145 bags sulphate of ammonia, 11 a.m.

Tuesday—At 4, Duddell St., toys, 2.30 p.m.

To-day—Art Club Exhibition, Lane Crawford's.

To-morrow—Lantern lecture by Rev. E. A. Armstrong, B.A. on "Bird-hunting with a Camera," St. Andrew's Church Hall, 9 p.m.

## NEW BRIDGE COATS

## KASHMIR SILK STORE

36A, Queen's Road, C. Opposite Queen's Theatre.

## NEW ADVERTISEMENTS

## PENINSULA HOTEL.

HONG KONG AUTOMOBILE ASSOCIATION BALL.  
Friday, 12th December, 1930.

The Grill Room and Roof Garden having been reserved for the above occasion, the Management beg to inform their patrons that there will be

## NO DINNER DANCE

## ON

## THE ABOVE DATE

THE HONG KONG & SHANGHAI HOTELS, LTD.

## PENINSULA HOTEL.

Thursday, 18th December, 1930.

Patrons are notified that no Dinner Dance will be held at the above Hotel on Thursday, 18th December, 1930.

THE HONG KONG & SHANGHAI HOTELS, LTD.

## MISCELLANEOUS.

XMAS GIFTS! XMAS GIFTS! For variety of choice and good, real bargains: call at SINO'S, 65, Queen's Road Central.

## PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction,

## ON

FRIDAY, December 12, 1930,

commencing at 11 a.m.,

at Holt's Wharf, (Kowloon),

(for account of the concerned),

134 Bags Sulphate of Ammonia,

11 Bags Sulphate of Ammonia,

(all more or less damaged.)

Terms:—Cash on Delivery.

LAMBERT BROS., Auctioneers.

Hong Kong, December 11, 1930.

THE Undersigned have received instructions to sell by Public Auction,

## ON

TUESDAY, December 16, 1930,

commencing at 2.30 p.m.,

at their Sales Room,

4, Duddell Street.

TOYS! TOYS! TOYS!!!

Horses, aluminium, and porcelain tea sets, furniture sets, dressed dolls, celluloid "Mamma" dolls, stockings, rubber balls, rubber footballs, tennis rackets, games, railways, billiard tables, wooden and mechanical toys, crackers, flags, Christmas tree decorations, etc.

On View from Monday, December 15, 1930.

Terms:—Cash on Delivery.

LAMBERT BROS., Auctioneers.

Hong Kong, December 11, 1930.

## CHRISTMAS &amp; NEW YEAR ANNOUNCEMENTS

## PENINSULA HOTEL

Wednesday, 31st December, 1930. New Year's Eve Carnival Dinner Dance.

8.30 p.m. to 2 a.m. — Dinner \$6.00 per person.

After Dinner Dance — \$2.00 per person.

Thursday, 1st January, 1931. New Year's Day Tea Dance — 4.30 p.m. to 7 p.m.

## HONG KONG HOTEL

Friday, 26th December, 1930. Boxing Night Carnival (8 p.m. to 1 a.m.), Dinner \$6.00 per person.

## REPULSE BAY HOTEL

Wednesday, 24th December, 1930. Christmas Eve Carnival — 8.30 p.m. to 1 a.m. Dinner \$6.00 per person.

Wednesday, 31st December, 1930. New Year's Eve Carnival & Fancy Dress Ball.

FULLY RESERVED, BOOKINGS NOW CLOSED.

Thursday, 1st January, 1931. New Year's Day Special Tea Dance 4.30 p.m. to 6.30 p.m.

## MOTOR COACHES FROM REPULSE BAY HOTEL. SPECIAL FERRY FROM KOWLOON.

After Christmas Eve Carnival and New Year's Eve Carnival After New Year's Eve Carnival 2.15 a.m. and 2.30 a.m.

To Hong Kong 1.15 a.m.

## EVENING CELEBRATIONS FANCY OR EVENING DRESS.

TABLES FOR THE ABOVE MAY NOW BE RESERVED AT ANY OF OUR HOTELS.

## THE HONG KONG &amp; SHANGHAI HOTELS, LTD.

## NO FINER GIFT

## NO FINER CHRISTMAS

## GRAMOPHONE

## The Viva-tonal Columbia

THERE CAN BE NO FINER GIFT THAN THE BEST OF ANYTHING.

THERE IS NO BETTER GRAMOPHONE THAN THE NEW

"VIVA-TONAL COLUMBIA"

AS YOU CAN DECIDE FOR YOURSELF BY COMPARISON.



Give us a call and we will be pleased to demonstrate.

The Anderson Music Co., Ltd.



NOW TRY THE

"DRY"

MARTINI

VERMOUTH.

FOR COCKTAILS "with a bite"

CALDBECK, MACGREGOR & CO., LTD.

(Incorporated under the Companies Ordinance of Hong Kong).

Prince's Building, 100, House Street, Hong Kong.

Tel. 20075.

## G. FALCONER &amp; CO., (HONG KONG) LTD.

## WATCHMAKERS &amp; JEWELLERS

## DIAMOND MERCHANTS.

Union Building (opposite G.P.O.)

Agents for:—ADMIRALTY CHARTS, ROSS'S BINOCULARS and TELESCOPES, KELVIN'S NAUTICAL INSTRUMENTS, ENGLISH SILVERWARE, direct from Manufacturers, High Class English Jewellery.

## Correct Styles FELT HATS:—



Andrews, Battersby, Borsalino, Cambiaghi, Hardeman, Ward's, etc., etc.

## THE BAKILLY CO., LTD.

153-155, Des Voeux Road Central.



300 Years

It's stood the test. And still of whiskies is the best. The "Scotch" but that's a trifle vague. To get the BEST SCOTCH call for "HAIG".

Specially packed in decorated cases containing—

3 BOTTLES

6 BOTTLES

12 BOTTLES

Suitable for CHRISTMAS and NEW YEAR GIFTS.

GANDY, PRICE & CO., LTD.

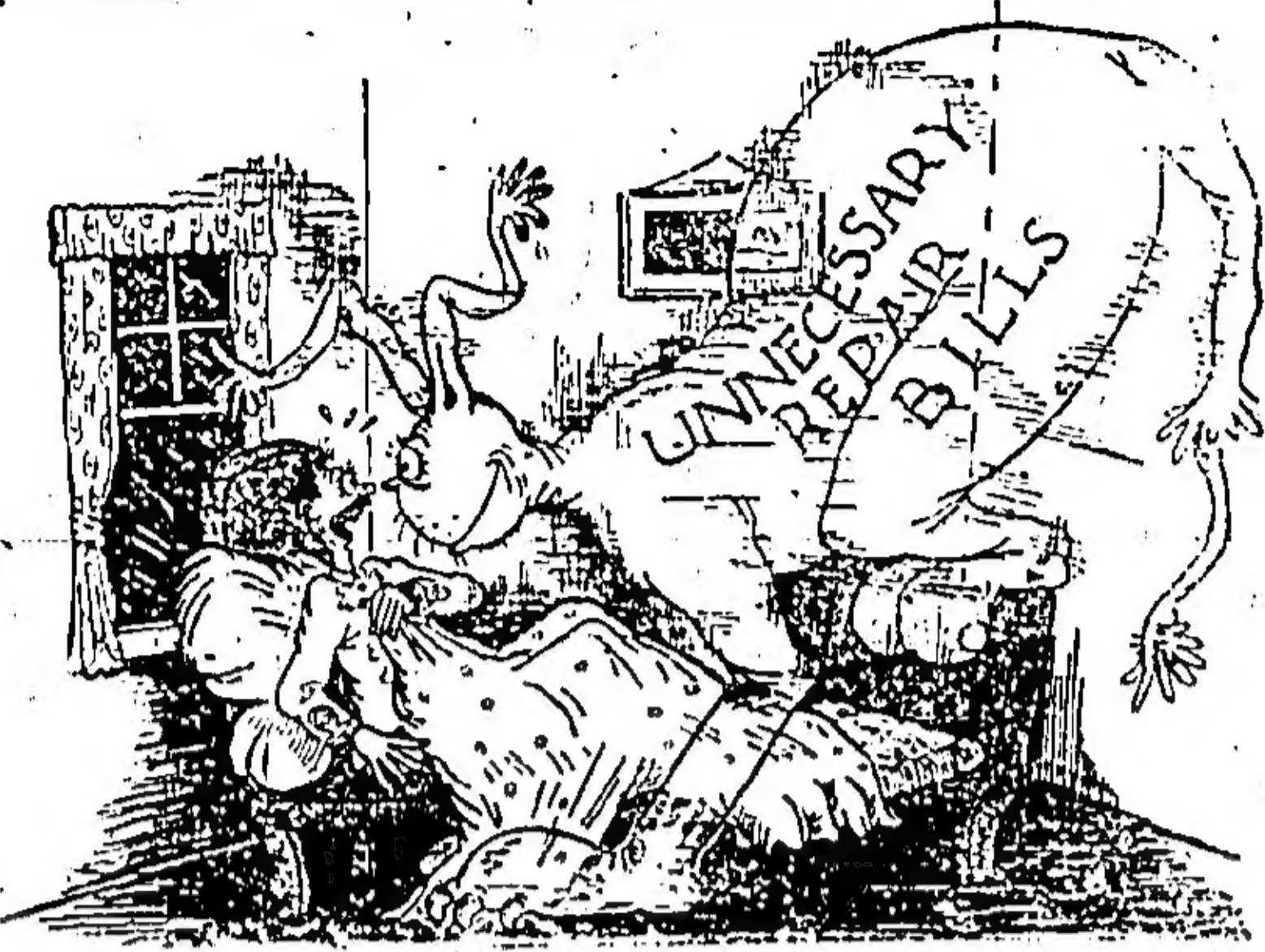
No. 2, 100, House Street, Hong Kong.

Tel. No. 27125.

British tennis players are learning to speed up their game, which has been lacking for a gen-



# MOTORISTS THIS IS YOUR PAGE



## the Cheap Oil Fiend's Nightmare

THERE are two kinds of economy — one is economy in price, and the other is economy in use. Price economy always makes a very persuasive appeal. It takes place immediately at the time of purchase. It is definite — easy to figure — and it gives quick action. But price economy always involves a serious prospective forfeiture; for, like starving the goose that lays the golden egg, the price-economy lubricant is quality-starved. It does not possess the required ability to make good in service. Important advantages expected in service must be sacrificed, thereby decreasing the value of the lubricant through a lessening of the economy in use.

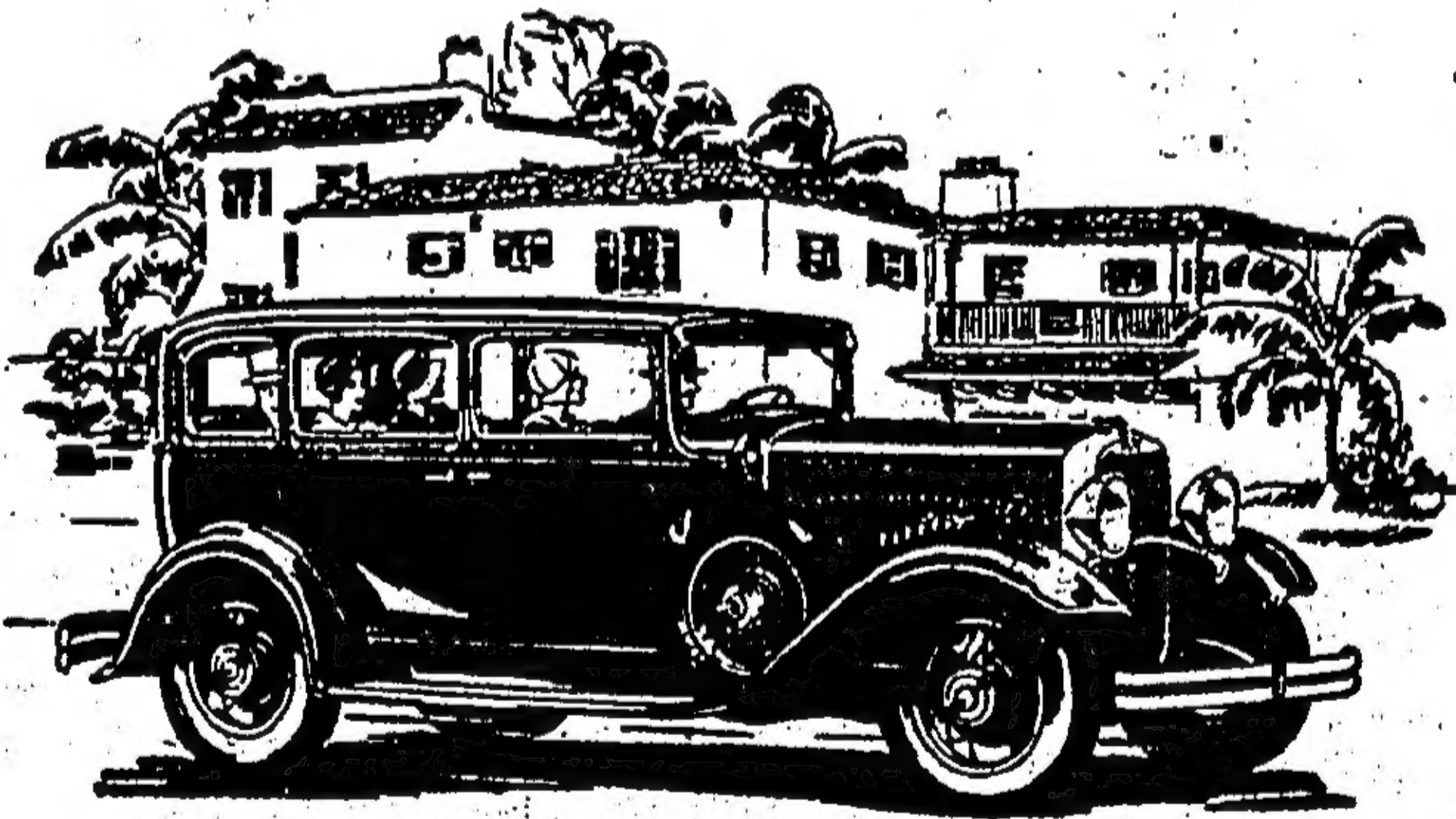
Only lubricants of real quality are truly economical, for the value of the savings that comes through good service, always excel mere price saving. The motive of every purchase of lubricating oil is always service. When the motorcar owner is more particular about the price to buy than the ability of the lubricating oil to perform the service expected of it, the outcome is usually disappointment and eventually extravagance — unnecessary repairs or replacements, for instance.

A good lubricating oil and a cheap lubricating oil, even though made for the same purpose, are as different in their make-up as day from night. The good lubricant, costing more to buy because of its quality, lasts longer, does more, produces finer results, performs more dependably; and, in connection with its use, there are no worries, griefs, aggravations, inconveniences, unexpected repairs or replacements. The good lubricating oil, through the calibre of the results it delivers, makes the cheaper lubricating oil by comparison, expensive, even if the cheaper lubricating oil has been purchased for much less a gallon.

The only accurate basis of figuring the true cost and actual worth of a lubricating oil is by the appraisal of its value in service — and then compare and compute the sum-total of these with the price paid to buy it.

Vacuum Oil Company

## A DEPENDABLE EIGHT luxurious and economical



Owners of the Dodge Eight-in-Line find it a truly economical motor car. It has the dependability so typical of all Dodge cars. It requires little in attention or maintenance; delivers its smooth, vigorous power with surprisingly low fuel and oil consumption. The safe, silent Mono-Piece Steel

Bodies are squeakproof, rattle-proof, exceptionally roomy and comfortable. The internal hydraulic brakes need no lubrication or equalising adjustments. In economy as well as in power and masterful performance, the Dodge Eight-in-Line is a sound choice for those who ask much of a motor car.

### DODGE BROTHERS

#### SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road Central.

Tel. 25644

### WHEEL SLIPPAGE.

#### Causes Variations in Distances Registered.

Automobile drivers are often puzzled by the apparent variations of their speedometers in measuring the distances between two geographical points. The mystery, in part, is due to the fact that the wheels of an automobile slip. As a rough average it may be said, according to Mr. C. H. Getz, Fisk Tyre dealer, that wheel slippage accounts for 4 miles in every 100; in other words, 1,000 miles of actual travel registers about 1,040 on the mileage dial of the speedometer.

Slippage varies with the air pressure in the tyres, with wet and slippery roads, with bumps that set the rear wheels to spinning, with the number and degrees of curves and grades, with car speeds, and with the experience of different drivers in stopping and starting smoothly.

"Slipping tyres grind off rubber," says the Fisk tyre man. "While slippage cannot be eliminated entirely, it can be greatly reduced if the tyres are kept at the correct air pressure. With the high speeds common to-day, tyre manufacturers are accomplishing wonders in building long-life rubber that stands up for thousands of miles under the emery-like scraping of fast slipping wheels against concrete pavements."

### HILLMAN.

#### The New Vortic Eight.

Two departures of outstanding importance are revealed in the Hillman programme for 1931. A new and most attractive Straight Eight, known as the Vortic, is to be added to the range; while reductions have been made in the price of the present Straight Eight.

The Vortic has a 19.7 h.p. engine of great flexibility and power. It is fitted with the Hillman patented "Turbo" combustion head which greatly adds to its efficiency, specially designed connecting rods combining extreme lightness with great strength and a five bearing crankshaft harmonically balanced to damp out the slightest vibration.

An outstanding feature of the car's lay-out is the central change, 4-speed gear-box with silent third (or "Traffic Top") ratio. In top it has a maximum speed of 70 m.p.h. and in "Traffic Top" its maximum speed exceeds 50 m.p.h.

Oil and air cleaners are fitted, while a hot spot adds to the efficiency of the carburation. Ignition is by coil. An open propeller shaft carries the drive to the spiral bevel, banjo type rear axle. Thermostatically operated radiator shutters, Marles steering (which can be fitted for right or left-hand drive), and four-wheel Duo Servo brakes are other important chassis features.

The Vortic Saloon, the only model at present listed, is of handsome appearance, due largely to the excellent lines of the bonnet and the depth and boldness of the radiator. It has an easily operated sliding sun roof, a slightly sloping windscreen and wire wheels with large diameter hub caps. The saloon is equipped with Triplex glass and furniture hide upholstery.

The 14 h.p. model is retained unaltered.

### CAR VALUE.

#### Result of Engineering Advances.

Engineering research in the automotive industry is responsible for the continuous rise in the value of to-day's motor cars, according to the manager of the Dragon Motor Car Company.

He states the car manufacturers have, from year to year, improved automobiles at no cost or with even lower cost to the public. These economies are the result of engineering achievement, which is responsible for improved cars and improved methods of making them.

"If to-day's cars were produced with yesterday's methods," he said, "the cost of a car would be so prohibitive that it could be purchased only by relatively few persons. If yesterday's cars were produced with to-day's methods, the result would be more or less the same. This is not intended as a disparagement of the early efforts of the engineers. On the contrary, it is recognised that their efforts made possible the high development of to-day's car. The veteran engineers to-day occupy, of course, as high a place in the industry as any who came along later."

"There have been all around improvements in practically every part of the car. Quick drying lacquer and the self starter will always stand out as some of the history making major achievements in the industry. These developments with their multitudinous benefits, were a mighty influence in the progress of the industry."

"After this, development followed development. In 1927 the fuel supply system was revolutionised by introduction of the fuel pump. Besides its mechanical advantages, it made possible a saving of millions a year to the purchasers of automobiles. This saving was important, but far more important is the fact that the fuel pump made possible increased horsepower at much lower cost. So development of the fuel pump played a most important part in making automobiles more efficient and at the same time cheaper to run."

"If the motorist would compare the cost of various units on his car to-day with those of ten or fifteen years ago, he would be amazed. The instruments on the instrument board alone would to-day make a most interesting comparison. Speedometers, many times more efficient to-day, are much lower in cost than years ago, so are ammeters, thermo gauges, oil gauges, gasoline gauges. The total savings to car owners over a period of a few years that engineering science has made possible through development of these instruments, would be staggering."

"There is no wonder that automobile value to-day is about double that received in a motor car in 1914."

### A MATTER OF MILLIONS.

The number of miles covered by British Automobile Association road patrols during the past year was 28 millions. The total inward correspondence for the 12 months was over 1 1/4 millions, and outward correspondence exceeded 2 1/4 millions. The Touring Department was issuing 2,000 tours per day for every working day of the year.

No less than £628,000 was spent directly for service to members on the road.

## FOR MORE mileage

USE THE NEW  
**AIR-FLIGHT**  
PRINCIPLE TYRES BY

# FISK

Obtainable at all garages upon request.

Sole Distributors:

**GILMAN & CO., LTD.**

Telephone 28011.

4A, Des Voeux Road Central.



### MOTOR AMBULANCE.

#### Comfort and Utility in New Type.

A new type of motor ambulance was exhibited on November 4 in the quadrangle of the County Hall, Westminster, by Messrs. W. and G. du Cros.

The vehicle is of the hospital, as distinct from the accident, type, and is mounted on a Clement Talbot chassis. It has a six-cylinder engine and a double reduction low loading type rear axle. The driver's seat is completely enclosed, and the ambulance has "Furdah" neutral-tinted glass windows and a special fireproof and washable floor.

There is accommodation for two hospital-type stretchers, and an occasional seat with mattresses and upholstery of washable rubber. There is also a water-heating apparatus, a fitted wash-basin, and a cupboard for sanitary utensils.

The cost of the ambulance complete is £850.

### 4-WHEEL STEERING?

#### "The Cause of 90 Per Cent. of Skids."

Why not four-wheel steering? asks an Auto-car correspondent. I know it sounds very absurd, but I think it could be done with success, especially on cars of the T.T. type.

My idea would be to have the rear wheels turning in the opposite direction to the front wheels, thus making them follow the very natural course taken by the front wheels. The way the rear wheels have to cut round a corner is, I believe, the cause of 90 per cent. of the skidding accidents.

### £100 CARS.

#### Gives Promise of Materialising.

The long-awaited £100 car assumes definite shape and gives promise of materialising not as the result of anything startling, but in the natural development of baby cars, says The Light Car and Cyclecar. In years gone by an optimistic public awaited its advent much as they would have looked forward to the hoped-for appearance of some new star in the firmament.

Yet the signs of to-day are all significant; prices are falling nearer and nearer to the £100 mark, and the value for money offered exceeds anything imagined by the most optimistic dreamer. Four-wheel brakes, chromium plating, electric lighting and starting, large-section tyres and so on have fallen naturally into place on cars costing for the new season from £122 10s. upwards, whilst for the first time in history a four-speed gearbox has been incorporated in the design of a light car costing no more than £130. Let it not be forgotten, too, that for £87 10s. one can buy to-day a family model three-wheeler of world-wide renown. Verily, the development of small cars will constitute the most romantic pages in the chronicles of motoring.

LEAD  
THE  
WAY

ON A

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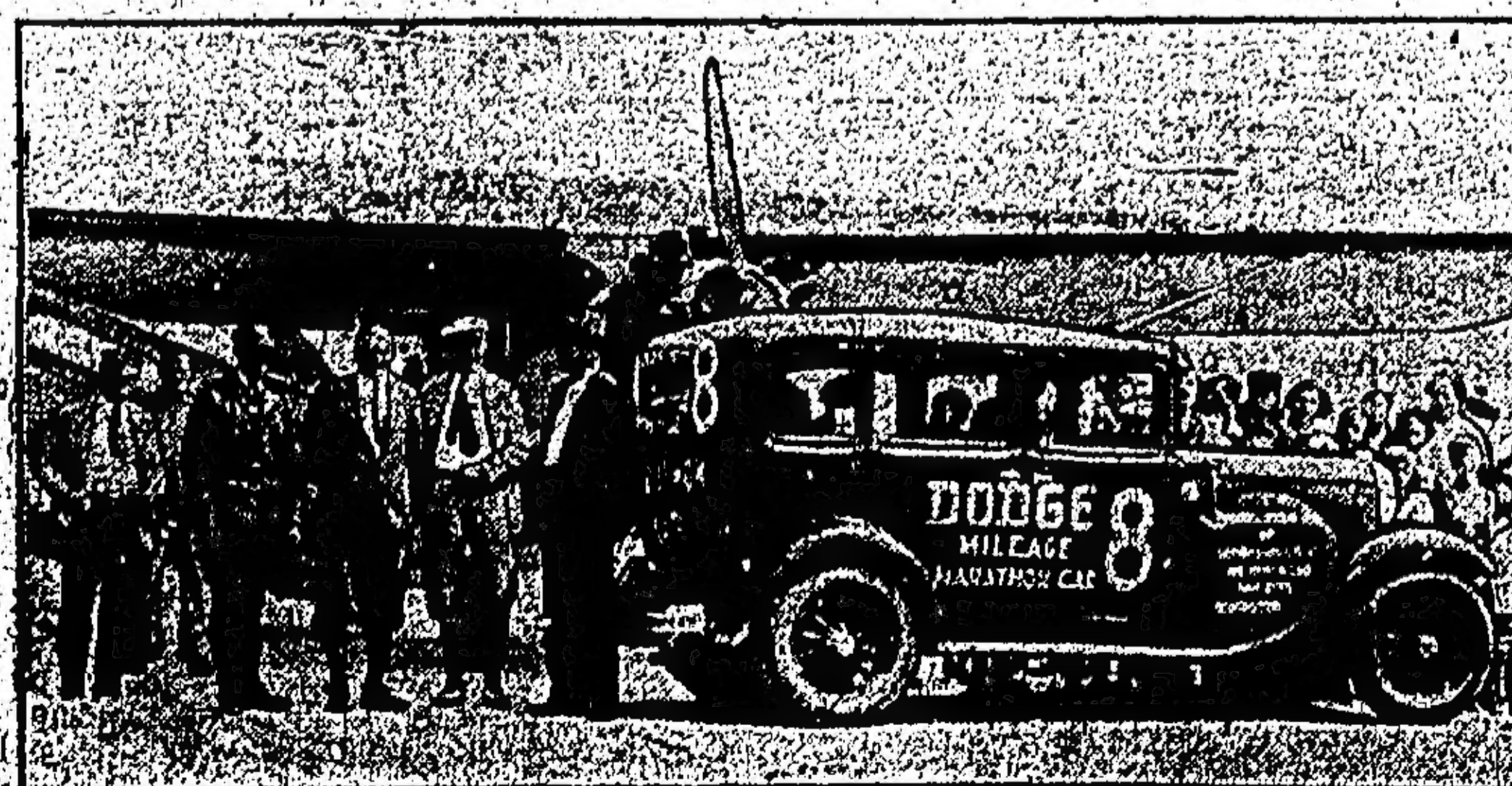
S.

A.

Sole Agents:

**SINCERE'S**

### An Historic Shrine of Aviation.



The Dodge Eight Mileage Marathon car which is expected to pile up more mileage than has been put on any car in the past has already covered over forty thousand miles during six trips back and forth across the American continent in the first ninety days beginning July first. The car is here pictured at Newport, Old Orchard, Maine, the spot from which most of the world's fliers have taken off on their trips across the Atlantic.

## BIG AND ROOMY.

Willys-Knight Six's  
New Model.

[By Edgar N. Duffield.]

When Sir Wm. M. Letts, K.B.E., resigned the managing directorship of Crossley Motors, Ltd., people (among even his most intimate friends) who knew how much the name of Crossley had meant to him for 20 years, wondered why he had retired. Now after a day on a Willys-Knight 66-B, I begin to understand. I knew, previously, what Sir William thought of Mr. John North Willys, and of sleeve-valve engines, and of Willys-Knight cars; but I had not appreciated the thoroughness with which he—meaning Sir William Letts—had grasped the importance of the sleeve-valve principle, as applied to the world's largest, most numerous producers of sleeve-valve motors, because although he was so very early a motorist, I had always thought of him rather as a business man than as one really keen upon technical niceties.

Perhaps it is because he is an astute business man, rather than a keen technologist, that he has decided to concentrate upon the Willys-Knight and Willys-Overland products.

So much for what was a riddle. We can now get to the car, which is a big, roomy, amply powered saloon, of unimpeachable appearance, as well as performance, selling at a very conservative price, yet very nicely appointed in every way, a car whose motor needs decarbonisation at intervals only of 40,000 to 45,000 miles, a mile-a-minute car at will, good for 75 m.p.h. on the full stretch, yet with top-gear flexibility, suspension, steering and road-worthiness which are each and all exemplary.

This car has not a whole heap of specifications. Its six-cylinder motor, with a Treasury rating of 27.34 h.p., develops 82 h.p. at 3,200 r.p.m. The valves are of the double-sleeve type, the aluminium pistons are Invar steel-strutted, the crankshaft has seven main bearings, the distribution gear is silent-chain operated, and lubrication is under pump-pressure to crankshaft, valve-sleeve shaft, connecting-rod bearings and timing chains, only the sleeve and the pistons depending upon spray or oil-mist. The oil-feed is automatically regulated in accordance with engine-speed, there is a pressure-gauge on the instrument board, there is an oil-rectifier (which purifies and cools, as well as filtering) the engine-oil, the Tillotson carburettor enjoys the co-operation of an air-filter as well as a fuel-strainer, and the sunken cylinder-heads are of course detachable.

Cooling is entrusted to a V-sectioned-belt-driven pump and fan and a set of radiator shutters which are thermostatically adjusted. There is an engine thermometer reading on the instrument board — which, by the way, like all the internal hardware, is finished in dull bronze.

A dry, single-plate clutch, with its disengagement mechanism lubricated from the single-shot installation which oils the whole of the chassis and running gear, communicates the drive to a three-speed gear-box, and thence to a semi-floating spiral-bevel rear axle. All springs are of semi-elliptical pattern, 39 ins. forwardly and 57½ ins. rearwardly, in length. All springs have shock-absorbers. Bendix brakes, controlled by pedal, expand in the drums on all four wheels. The hand-operated brake is on the transmission only, and its lever is none too long, but it is a real brake, unlike the hand-

brakes on so many Canadian and American cars. On this matter of levers, I think the cranking of the change-speed lever might be improved. Mr. Coxhead, a very old Willys-Knight and Overland enthusiast, who brought the car to my home, disagreed with me; but that's a way of his. The knob of this gear-lever (spending most of its time in the top gear, or third, position) rests more or less over the cushion between the driver and his immediate companion, and so occupies space that might be used more advantageously; but it would be a very simple matter to cold-bend or reset the lever itself to such an extent that this would not be. Except for the—as it struck me—shortness of the cranking lever and this excessive cranking of the change-speed lever, I am willing to go on record as opining that there is not a single tiny little thing to criticise on the Willys-Knight Model 66-B.

It has Ross cam-and-lever steering, with an adjustable pillar-rake, an 18-inch wheel, and a gear of steering admirably suiting the 31 by 6 ins. cord tyres. It has an Auto-Lite two-unit electrical installation, wired single-pole, with automatic variation of the battery-and-coil ignition, although the firing point is also manually variable, on the instrument board. The starting, lighting, horn, lamp-dipping and ignition controls are all centred above the steering wheel, the standard wheels are wire-spoked, six in number, and tired, the fuel-tank holds 18 gallons and feeds the Tillotson carburettor through an Autovac, the heat-supply to the induction-manifold is manually controlled and all controls are lockable, as are all doors, and regular equipment includes an automatic screen-wiper, two driving mirrors, tail, "Stop" and backing lamps, a speedometer, a North-East electrical horn, a single control for the opening or otherwise of the wind-screen, a luggage-grid, and so on, and so forth.

## Coachwork and Performance.

This is the sort of motor car which makes me glad that I have consistently disclaimed knowledge of bodywork. Its saloon body is very, very nicely designed, built — so far as silence of running suggests — and finished. Nothing jazzy, nothing "Amurrican." All internal metal-work is in dull bronze. There is nothing to polish. The upholstery expresses the very last letter in restraint, the cabinet-work is similarly chaste, the forward seats are independently adjustable to a nicety, all six windows can be raised or lowered, there is liberal door-width, and leg room, and elbow-room, and the body as a whole is much roomier fore-and-aft than are those upon most chassis with but ten feet of wheelbase.

A pleasanter six to drive, no-body wants; and not many people are likely to get one. I asked Coxhead to stunt. He stunted. I'll say he stunted, all right! His long suit was extreme flexibility, coupled with wonderful top-gear acceleration. He would loaf up a longish, steady hill, loaf until I wondered why he had a three-speed gearbox. He would then thrust his foot down, disdaining to touch the manual ignition control, and that engine would build and build and build until I wondered once more why anybody and everybody who could afford a Knight licence had not obtained a Knight licence, as soon as Daimlers showed us how good a Knight motor could be!

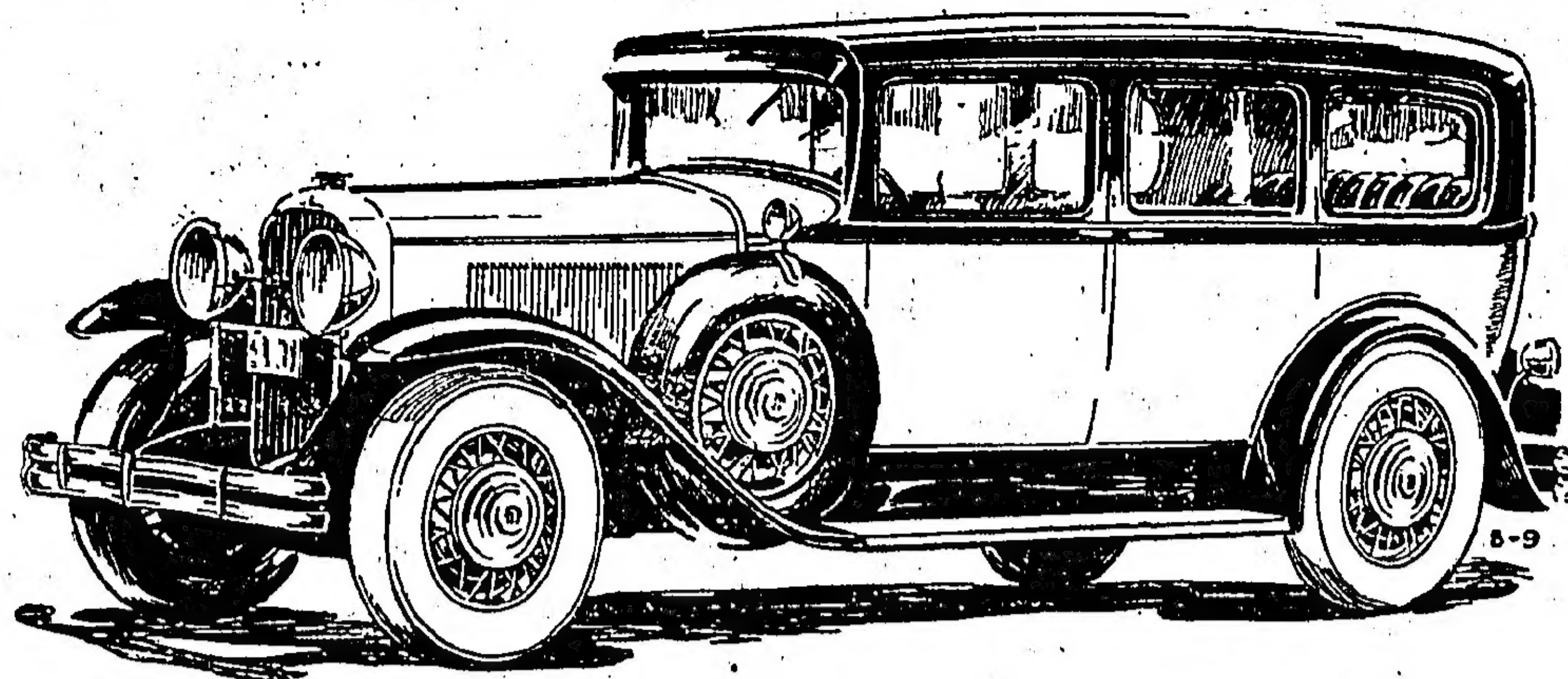
With all considerations for all my mushroom-valved friends, the sleeve-valved motor seems to have performance-refinement all its own, to be particularly and expressly "above" little details of ignition-timing. I can see no reason why this should be except

that—the piston—moving within two cylinder-walls, so to speak (or three, in all, to be precise)—the dissipation of internal heat is much better than it is in the case of a piston moving within a single chamber, which has to do all the heat-distribution. How far, how much, this can explain the demonstrable freedom from any symptoms or suggestions of pre-ignition which may be noticed in connection with all sleeve-valved motors, this is neither the time nor the place to discuss; but this Willys-Knight 66-B emerged successfully from crank-shaft-speed variation-tests to which I should hesitate to submit any mushroom-valved motor without a chink or a tap. On a 1-in-14, or perhaps 1-in-12 upgrade, this engine would pull pleasantly yet purposefully at anything from about 800 to 3,000 r.p.m., without anywhere in the range making me wish that I were driving, so that I could help it a little by dragging back the firing point—and taking second, if not first, speed to get really going again.

Engine, clutch, gear-box, final transmission, steering, braking, behaviour as a whole, driving comfort, visibility acceleration, retardation (through the four-wheel braking)—I could not find a single fault. And when I told Coxhead this, he said: "Why should you? If Sir William does not know, if Mr. Willys does not know, what a motor-car is, now, to-day, it's high time they should!" That was true, and I never argue against the eternal verities. So I changed places with my mentor, discovered that I could do all the immoral things — immoral in the cases of most other cars—which he had done, and decided that anybody who seeks a better six than a Willys-Knight 66-B saloon at anything like the price of a Willys-Knight 66-B saloon, must set out on his journey with a much better lantern than had the lamented Diogenes, when he ventured forth to find an honest man.

Coxhead tells me that the single-shot lubrication really works, that the oil does get around to its appointed trysting places, and that he can stand on his four-wheel brakes in a fashion which he hesitated to demonstrate in the presence, before the eyes, of an old-timer like myself, without shifting an inch off his course. I must say that I thought these brakes particularly nice in their "straightness." Over and over again, week after week, dashing young fellows like him tell me these same things about their cars' four-wheel brakes, and I say "Quite!", and then shut my eyes, and murmur "Nunc dimittis, Domine..." and in other ways prepare for the worst, coming to earth again surprised to find myself still in the same county. Four-wheel brakes which are anything but perfect are amongst the worst and most deadly of man-traps. But these operated just like the language in a catalogue just like Sunbeam brakes, the first and best—since the War—of all four-wheel brakes that were anything but a snare and a delusion.

I am all for safety. Not first. First, last, all the Time. I have never paid more than £800 for a motor car of my own, because I have always been as poor as Lazarus, without a friend named Dives in the same district. I like to travel rapidly, on occasion. Four-wheel brakes were intended, by their entrepreneurs, to make it safer to travel rapidly than one dared without their assistance. But there are four-wheel brakes and four-wheel brakes, and although I would felicitate Sir William Letts first upon the quality of his engine, upon the refinement, docility, flexibility, nicety, call it what you will, of its performance, I think that easily



Even if you paid considerably more you could not get more satisfying motoring, or ownership, than you are offered in this new Buick!

In all Buick's twenty-five years of achievement it has never produced a series of cars of such outstanding beauty, comfort, performance — or value. On this reputation Buick owners are buying the new Buick with the same confidence with which they have purchased preceding Buicks.

In this space we could not possibly enumerate the many features and advantages that contribute to the remarkable popularity of this new Buick. You must see it — and ride in it — to appreciate why Buick is the car that satisfies so completely.

114" Wheelbase Buick Models .....	G\$1,530 to G\$1,655
118" Wheelbase Buick Models .....	G\$1,820 to G\$1,930
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*The* **BUICK 8**  
*The Eights with Buick's Prestige*

## PARIS MOTOR SHOW

## Price-Cuts in European Cars.

Paris, October 2.

A large crowd, including members of the Diplomatic Corps and prominent politicians and financiers, attended to-day's opening of the International Motor Show at the Grand Palais in the Champs Elysees.

The outstanding feature of the show is the price-cuts and the vastly improved designs of many European cars.

French and German manufacturers have, on the strength of the success of the buy-at-home movement, followed the British example and materially reduced their prices in an effort to freeze out the American invasion.

It is understood that this development is causing great anxiety to the leaders of the American motor-car industry assembled here and, it is further understood, they propose to concentrate all their efforts on forcing up the output of their factories erected in recent years in Europe.

## NORTHAMPTON'S BUS FLEET.

The new Guy vehicles put into service by the Northampton Corporation have evoked a chorus of admiration from all who have used them; they are indeed luxuriously comfortable.

Knee space has been rather scarce up to the present in the single deckers, but Mr. Cameron, the Northampton Tramways Manager, allowed an extra 2½ ins. knee space in each seat of the new saloons, which carry 28 passengers apiece. The seats are double sprung, and like those of the Guy six-wheel double deckers, are upholstered in real hide. This, in itself, is a tremendous improvement to vehicles which are so low riding that a small person can stand outside and look into the body of the bus with comfort.

The buses are of the one-man-operated type, originated by Guy Motors Limited, the driver having an offset door to himself which permits the ticket-counter being made permanent.

The Guy six-wheeled double deckers in Northampton are the only vehicles in Great Britain fitted all round with 10½ inch tyres of 10½ inch section.

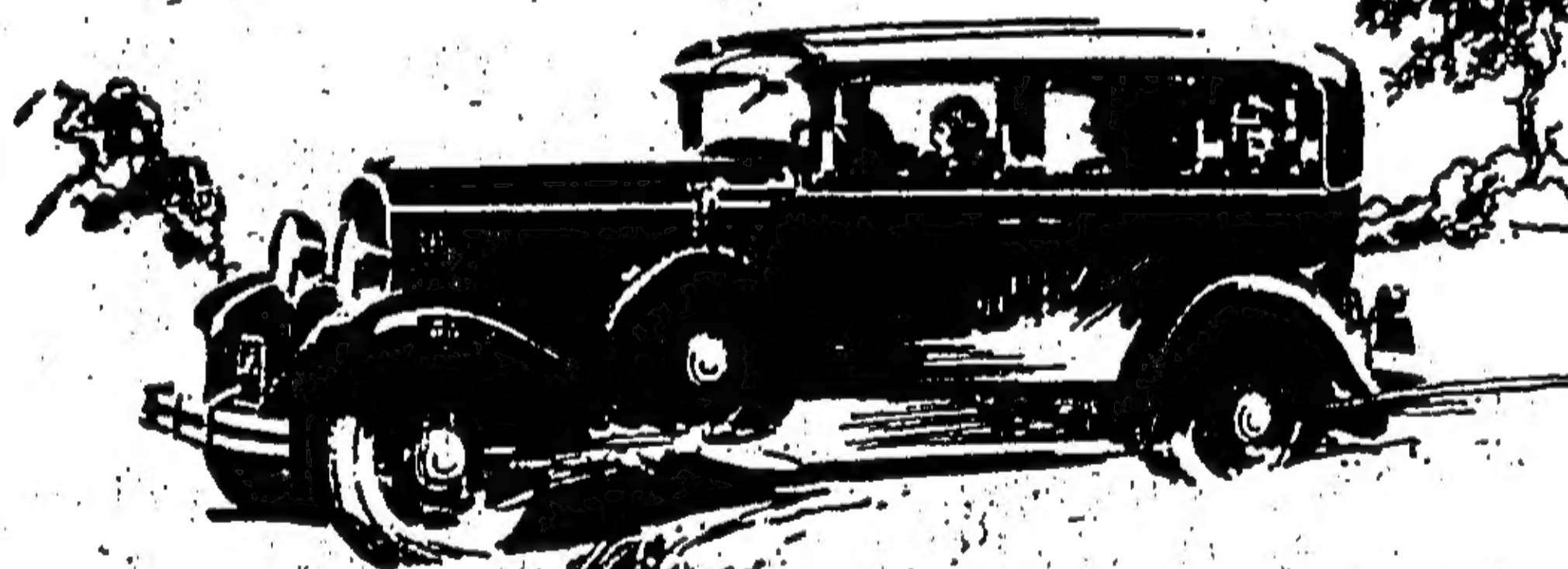
second in the factors making for the allurement of the Willys-Knight Model 66-B must be rated the really beautiful four-wheel braking of that car—assuming, of course, that the car I tried was just an average representative member of the family. Editor's Note: Reprint from the "Auto," London.

## Spokane Wild Man Gets Plymouth Demonstration.



Above appears Willy Willy, well-known recluse who resides in the mountains around Spokane, Washington, U.S.A. Willy Willy feels that it is more healthy to wear nothing but a pair of pants, and he has adopted a policy of civilization. He wears a pair of pants and a shirt, and he has only a few articles of clothing. The only modern convenience that he allows himself in his den is a radio and the Plymouth radio set, offering 1011 watts for the best reason "Why I'd buy a Plymouth" so intrigued Willy Willy that he visited the Plymouth dealer for a thorough demonstration.

## CHRYSLER "70" "77"



There's something  
in Chrysler performance

Chrysler engineers designed the engines of the "70" and "77" so they develop more horsepower per cubic inch of piston displacement and deliver through the Multi-Range four-speed transmission more horsepower to the rear axle.

In addition you have in these Chryslers the safety of internal-expanding weatherproof 4-wheel hydraulic brakes—the better riding qualities of new, luxurious bodies.

These bodies are cradled from road shocks by a new type of self-equalising spring suspension and rubber spring shackles, as well as by hydraulic shock absorbers of the most advanced design.

All in all, in addition to having a car endowed with the utmost in performance, the owner of a new Multi-Range Chrysler is inspired with a confidence and pride of ownership that only a Chrysler can give.

**CHRYSLER**  
CHRYSLER MOTORS PRODUCT

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# China Mail

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 Tenth Moon, 22nd Day.

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 "JENBAR" 23rd Dec. For M'Is, London, R'dam and Glasgow  
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 "BARPEDON" Due 12th Dec. For Shanghai and P'oot  
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## CENTRAL THEATRE

TO-DAY TO SATURDAY  
 Daily at 2.30, 5.10, 7.15 & 9.20 p.m.

**JACK OAKIE**  
**JEANETTE McDONALD**  
**"LET'S GO NATIVE"**  
 A Paramount Picture  
 Facial Romance with Songs of the

NEXT CHANGE

**WILLIAM POWELL**  
**"Street of Chance"**  
 A Paramount Picture

Bookings at Anderson's and the Theatre. (Telephone 25720)

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### NO FINALITY. PREPARATORY COMMISSION ON DISARMAMENT.

A GREAT OPPORTUNITY.

Rugby, Yesterday.

The Preparatory Commission on Disarmament, after over four years of intermittent labour, last night completed its draft convention. Into this framework the World Disarmament Conference, when it meets, will be invited to insert effective proposals for disarmament.

The Commission also approved a detailed report explaining the evolution of each of the clauses and the reasons for reservations attached thereto.

During the speeches, Lord Cecil laid particular emphasis on the point that the scheme, as drafted, contemplated no finality. The first Conference and first advance were only a prelude to greater advances later. They had created a piece of machinery which he believed to be of the greatest value to the cause of disarmament. Within the framework of the Convention the Conference would be able to carry out any degree of disarmament whatever.

They were going to bring into existence an international organ whose duty it would be to watch over what they had done, and press forward continually to further advances. Although the next word was with the Council of the League of Nations, the last word would be with the peoples of the world.

The Preparatory Commission had given them in the Draft Convention a great opportunity. The world could be disarmed if the people wished it. The question they would have to solve in the next few months was, did the people wish for disarmament? Only they could answer that question.

Under the heading "Something Accomplished," the Times in a leader says it is easy to deride the Commission because in fact the nations of Europe have increased rather than diminished their armaments while its labours were proceeding. But for that, clearly the envoys and experts at Geneva are not responsible, and the various Governments at home have at least had the excuse that until some general plan was approved each had only to consider its own position.

That excuse is now withdrawn. The first step has been taken. The League has drawn up a scheme by which disarmament may be achieved equally and simultaneously, and has established criteria by which each country may know that the reduction made

### MR. BART KENNEDY DETECTIVE BURIED.

PASSES AWAY IN MENTAL HOSPITAL.

WELL-KNOWN AUTHOR.

London, Yesterday.

The well-known author and lecturer, Mr. Bart Kennedy has died in a mental hospital at Haywards Heath.

He was in a very depressed state since the death of his wife three years ago, and was taken to the mental home last August.—Reuter.

[Born at Leeds in 1861, of Irish parentage, Bart Kennedy picked up an education, to use his own phrase, by knocking about the world. He spent most of his youth in Manchester, and at six years of age worked as a half-timer in a cotton mill. He went to sea before the mast at the age of twenty; found his way to America and there led the life of a tramp and a labourer for some time; lived and fought with Red Indians, mined at Klondyke, and later became an opera singer and an actor. He travelled to all parts of the world, and when he drifted into writing had a wealth of material to draw upon. He published a number of striking books, the last of which was "Footlights" in 1928. He was also the founder in 1921 of a weekly known as Bart's Broad-sheet. His wife, whom he married in 1897, was Isa, daughter of the late Major Arthur Gore Priestley.]

### MR. W. FARMER.

FUNERAL AT HAPPY VALLEY CEMETERY.

MASONIC SERVICE.

The funeral of Mr. William Farmer whose death occurred in Sharnon on Monday took place in the old residents' section of the Protestant Cemetery, Happy Valley, last evening.

A Masonic service was conducted at the graveside, there being a large muster of brethren in full regalia. The following Lodges were represented: United Services Lodge, No. 1341, United Chapter.

(Continued at foot of next column.)

by others is equivalent to its own.

Those who remember the early dissensions in the preparatory Commission and the complete divergence of opinions on the first principles, must now feel that in spite of excursions and alarms elsewhere, the co-operative principle has made some real progress.—British Wireless Service.

VICTIM OF SHOOTING BY REDS.

POLICE TRIBUTE.

The funeral of Lance-Sergeant Detective Tao On, took place yesterday afternoon, his remains being laid to rest in the Chinese public cemetery, Kowloon City. A large contingent of the Police Force, consisting of Chinese detectives, uniformed constables, district watchmen, European and Indian detachments also members of the Police Reserve Force, attended. They were under the command of Mr. W. La Bart Sparrow, A.S.P., and proceeded from the Yau-mat Police Station to 7, Waterloo Road, the residence of the deceased officer. Here they were joined by the Inspector-General of Police (the Hon. Mr. E. D. C. Wolfe, C.M.G.), Mr. L. H. V. Booth (Director of Criminal Intelligence), Mr. D. Burlingham, D.S.P. (R.), Inspector Ng Muk and Detective Inspector Chi Heung.

Preceded by a brass band, the cortege passed through the streets of Yau-mat, and then finally passed at Gascoigne Road, where each member of the Police paid his last respects to the late officer by bowing his head three times then saluting. The Chinese members of the Force next escorted the coffin to the burial ground at Kowloon City. The chief mourners were deceased's wife, son, daughter and other relatives, besides two Canton detectives, who were present at the murder.

Others present included Mr. H. Somerset-Fitzroy (Public Prosecutor), Mr. E. Roadley Dovey (Officer Commanding the Sharp Shooters Company of the Police Reserve), Mr. F. C. Mow Fung (O/C Chinese Company of the Police Reserve), Mr. Bishen Singh (O/C Indian Company), Mr. B. C. Randall (in charge of the Flying Squad), and a large number of European detectives.

No. 1341, United Mark Lodge, No. 419, and Cathay Lodge, No. 4873. The following brethren acted as pall-bearers: Messrs. T. G. Stokes, J. Smith, F. Brown, W. O'Farrell, A. Terback and V. Ferrier.

Walking immediately behind the coffin were the chief mourners: Messrs. W. R. and C. L. Farmer (sons), and the Deputy Grand Master, Mr. J. M. McCutcheon.

The Rev. G. T. Waldegrave conducted the burial service, which was followed by the Masonic service conducted by Mr. J. Davidson, R.W.M. of St. John's Lodge. A large number of floral tributes was sent.

**BAYER**  
 Don't let a Cough Torture you—take  
**'RESIVAL'**

TO-DAY TO SATURDAY at 2.30, 5.20, 7.20 & 9.20 p.m.  
**"THE CLIMAX"**  
 Love and Passion fought in her singing soul! The music of her lips inflamed red jealousy... The music in her heart wrought a miracle of love. Drama is tense in this heart-touching romance featuring JEAN HERSOLT and KATHRYN CRAWFORD.  
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AT THE **QUEEN'S** TO-DAY TO SATURDAY  
 At 2.30, 5.10, 7.15 & 9.20.

Here First Talking Picture!

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 in **Anna Christie**



Charles Bickford  
 Geo. F. Marion  
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Clarence BROWN production

NEXT CHANGE



War is not all shot and shell!

more often it is the drama of simple human emotions in strange surroundings. The incident of the French girls from across the canal is just one of the thousand incidents faithfully pictured.

Now you can see Erich Maria Remarque's world-famous book in all its emotional power, transferred to the talking screen with an amazing fidelity—without one iota of compromise to 'movie' tradition. Come and see the human side of war as seen through the eyes of youth.

With Louis Wolheim, Louis Aray, John Wray. Adaptation and dialogue by Maxwell Anderson and George Abbott. A CARL LAEMMLE, Jr. Production. Directed by LEWIS MILESTONE. Presented by CARL LAEMMLE.

AT 2.00, 4.30, 7.00 & 9.30

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AT THE **WORLD** TO-DAY TO SATURDAY  
 AT 2.30, 5.15, 7.15 & 9.20  
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